

# Graphic



VOL. XXVII. Los Angeles, Cal., Sept. 28, 1907. No. 18



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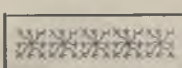
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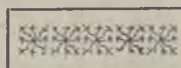
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## From the Inside

SAN FRANCISCO, Sept. 24.

By the time this letter gets into print the political situation, which is still utterly chaotic, may be straightened out. Each of the three parties which convened last week postponed definite action, showing at least a superficial disposition to get together with the hope of declaring a political truce, and avoiding what otherwise promises to be one of the most desperate municipal campaigns in the history of California. But at this writing it looks as if San Francisco would commit the monumental folly of indulging in a three-cornered fight for the mayoralty and other municipal offices. Daniel A. Ryan, the immature Republican boss, apparently will be forced to run by his ill-advised lieutenants, who seem to be willing to sacrifice the city's welfare for the hope of securing party spoils. Mayor Taylor is almost certain to be a candidate, for even if he is not nominated by the Democrats, the threat is made that he will run independently. P. H. McCarthy, as I said several weeks ago, has the labor union nomination in his pocket. If he does not choose to use it himself, it is thought he will allow the mantle to fall upon John McDougald, who for several terms occupied the office of city treasurer, and made a most excellent record.

In the event of a three-cornered fight, no man familiar with the conditions in San Francisco denies that it is almost a foregone conclusion that the labor union ticket will once more be victorious.

The situation is doubly complicated, because two issues are involved. The average San Franciscan has had his fill both of labor union domination, and also of the rule of the "Big Stick." With Mayor Taylor's appointment to office the "Big Stick" was vehement in its protestations that thenceforward it would abstain from politics. Such declaration was given little credence by those intimate with the ambitions of the Rudolph Spreckels ring, and subsequent events have demonstrated unmistakably enough that the "Big Stick" means to rule just as long as the people will suffer it.

The appointment of Michael Casey as chairman of the Board of Public Works was a direct political bid for the alliance of a wing of the Labor Union party with the "Big Stick." Casey's distinction was swallowed with difficulty by those who were most

anxious to give Mayor Taylor's administration hearty support. As president of the Teamsters' Union Casey was responsible for the conduct of one of the bloodiest and most shameful strikes in the city's history. Then followed Mayor Taylor's most ill-advised move to induce Patrick Calhoun to confer with one of the notoriety-seeking labor leaders "with a view to settling the strike," which in reality had been settled weeks before. While Mayor Taylor disclaims all responsibility for the appointment of William J. Biggy as Chief of Police, the result, of course, was charged to his administration, and is sufficient evidence of the power behind the throne—that the "Big Stick" still rules.

It is a curious reflection upon our democratic form of government that the people themselves at this crucial point in San Francisco's history will probably have no opportunity to elect a government representative of the whole people, and will have to seize one or the other horn of the dilemma—either the perpetuation of the "Big Stick" rule, concentrating the management of the city's affairs in the hands of a single individual who has large private designs and personal feuds, or of submitting to resumption of the class government that has proved so disastrous and shameful by the labor unions

### Police and Mob.

Chief Biggy has electrified the police department by requiring all patrolmen to remain on duty twelve hours each day. This drastic measure, which will not find favor either with the policemen or the labor unions, was rendered necessary by the frequent disturbances in the Mission district, and the continued unsettled conditions. As evidence of such conditions and to illustrate on what slight provocation a mob starts trouble, an incident on Sunday afternoon is enlightening. About four thousand persons were witnessing a baseball game, when the prevalent desire to create disorder was manifested. An innocent spectator was accused of looking like a non-union man. He replied that if he was a non-unionist, it was his own business. One of the disturbers promptly struck at him, and he backed away for some distance. A crowd closed in upon him, and he started to run, with the mob at his heels. At the Seventh avenue entrance

of the ball grounds he turned around, pulled a revolver, and commanded his pursuers to stand back. At the moment a street car came along and he jumped on it and disappeared. By this time the mob numbered fully three thousand persons. Infuriated because the non-unionist had escaped their vengeance, the mob decided to vent its fury upon the street car company. A cry of "Wreck the — system!" was raised. Rocks, some of them weighing five hundred pounds, were piled upon the tracks, while a section of the mob ran down H street to attack a car bound for the ocean beach, loaded with passengers, principally women and children. A patrolman in plain clothes came along, and after turning in a riot call, managed to hold the larger part of the mob back until the arrival of a posse of police. The patrolman was pelted with stones. As soon as the police arrived the mob scattered in every direction. Not a single arrest was made.

### Securing the Ford Jury.

As was predicted, the task of securing a jury for the trial of Terey L. Ford was one of extraordinary difficulty. No less than 128 talesmen were examined, and the tedious process consumed seven days. The majority of the talesmen confessed to a fixed opinion, which they stated they had gathered not from information from any one who pretended to have a knowledge of the facts, but from reading the daily newspapers. Such a prevalent condition of mind demonstrates how thoroughly the organs of the prosecution have succeeded in anticipating the judicial proceedings and in inflaming the public mind against the officials of the United Railroads. The prosecution evidently is exceedingly fearful of the lack of credibility which may be given the testimony of the members of the late Board of Supervisors, whose confessions were secured by the bribe of promised immunity. Assistant District Attorney O'Gara sounded talesmen on this point with uniform regularity, but the question of the credibility of the evidence of the prosecution's star witness, Abraham Ruef, was carefully avoided.

### The Nursing of Ruef.

With the appointment of William J. Biggy  
(Continued on page 5.)

R. H. Hay Chapman  
Editor

# Graphic

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Published every week at Los Angeles, Cal., by  
The GRAPHIC PUBLISHING COMPANY  
Offices 392 Wilcox Building  
Home Phone 8482 Sunset, Main 139  
Vol. XXVII. No. 18

Los Angeles, September 28, 1907

Subscription in the United States, Canada and Mexico \$2.50 per year. Foreign subscription \$4.50 per year. Single copies ten cents. Sample copies and advertising rates on application. The Graphic is mailed to subscribers every Thursday, and should be received in Los Angeles and vicinity not later than Fridays. Please report delays to the publication office. Entered at the Post Office at Los Angeles, Cal., as second class matter.

## Matters of Moment

### The Underdog's Opinion.

Whenever two men or parties or nations engage in combat, the side that was worsted has an enlarged opinion of the prowess of the victor. John L. Sullivan's opinion of James J. Corbett is undoubtedly different from the opinion of Robert Fitzsimmons. Commodore Stephen Decatur probably placed a higher estimate in his dying hours on the marksmanship of Commodore James Barron, than he ever did prior to the duel which resulted in Decatur's death.

So to with nations. Russian authorities have reason to believe that Japan is what an Indian would call "bad medicine." Yet Russian opinion is not to be appraised at par where other nations are concerned.

These thoughts come after reading an interview with General Linevitch, the Russian soldier, who, if memory is not at fault, succeeded the unfortunate and slow Kuropatkin in command of the Russian forces in Manchuria toward the closing weeks of the Russo-Japanese war. General Linevitch warns the United States, and particularly the navy, from an encounter with the Japanese. General Linevitch, who has never posed before as a naval authority, does not believe that the "superior American fleet" would settle the Japanese fleet in one big battle.

Passing over his naval prognostications as of non-expert value, General Linevitch goes on to discuss the American soldier. He says:

Americans do not understand that men, patriotism and money do not constitute a military nation, organized for war, and do not seem to understand what war is. I have seen a great deal of the United States army, and even commanded Americans, among others, during the relief march to Peking during the Boxer outbreak.

As men intelligent and well conducted, they were above all Europeans, and their bravery and patriotism had no limits. But their voluntary, free and easy discipline was not soldiery in the European sense; and such a system would inevitably break down in dealing with a ruthlessly dragooned and disciplined people like the Japanese.

If these sentences prove anything, they prove that Russian military authorities have learned nothing by experience. General William B. Hazen, who as one of Sher-

man's generals saw much hard fighting and who subsequently saw the principal campaigns of the Franco-Prussian war, expressed the opinion in his book, "The School and the Army in Germany and France," the fixed opinion that the superior intelligence, education and initiative of the German soldiers accounted in greatest degree for the success of the German arms. Modern military thought has agreed—or so we believed until General Linevitch was heard—that the best soldiers were educated soldiers. Most men will agree that the Russo-Japanese war was really fought before Japan opened hostilities; that it was fought in the Japanese school rooms and in their training institutions; that Russia never had a chance of winning with its "dragooned" and "disciplined," but ignorant peasantry.

The United States is not worrying about a war with Japan. We do not want one and we shall not flinch from one. Not the least remarkable circumstance in the last few weeks is that Japanese war-talk has petered out to nothing. Maybe the hot jingoes in Japan do not want to fight, now that the great Atlantic fleet is to come to Pacific waters. The subsidence of Japanese indignation, it will be noticed, was synchronous with the announcement of the intended movement of our fleet.

### Let Us Be Manly.

Discussion of the prohibition question is once more rampant in Redlands. It is not that there is any chance of saloons being permitted in one of the no-license strongholds of Southern California, but the leeway that some contend should be given to hotels has started things to moving. D. M. Linnard, who conducts the Maryland at Pasadena, and has leased the Bixby at Long Beach, has precipitated the issue.

Mr. Linnard, it appears, has leased the Casa Loma at Redlands, and he wants the same brand of moderate toleration extended to him at Redlands as is freely accorded at Pasadena. Everybody knows that wine, beer and spirits can be had at Mr. Linnard's Pasadena hostelry, or at the Green, or at the

Raymond, although Pasadena is supposed to be shut tighter than a drum. It is presumed that Mr. Linnard expects similar toleration from the Long Beach authorities, even though these same officials make periodical raids after the Demon Rum, to say nothing of their assaults on the purveyors of the liquids sacred to Bacchus and Gambrinus. Now Redlands authorities are asked either to close one eye to the sale of liquors to the guests at the Casa Loma, or to grant a hotel license.

Mr. Linnard and all hotel men know that every modern up-to-date hotel—particularly one catering to the best class of travel—must carry liquors. If they do not this class of people will go elsewhere. Redlands people sadly admit that the Casa Loma, which does not supply alcoholic beverages, has not prospered, while the Glenwood, in the neighboring "temperance town" of Riverside, does well—and will provide on demand all sorts of cooling liquid lotions to the throats of its patrons in summer, and warm potions in the rainy season.

We do not believe in lawbreaking, much as we despise sumptuary legislation. It is no doubt necessary that such hotels as the Casa Loma, the Glenwood, the Green, the Raymond, the Maryland, and the Bixby should provide some comforts to their guests. If their guests order a "bracer" in the morning, a cocktail before dinner, or wines during the dinner, let them have their desires.

But in conforming to the requirements of the habits of more than three-quarters of the winter visitors to Southern California, wouldn't it be well for the local authorities of Redlands, Riverside, Pasadena and Long Beach to abandon humbug and come out openly and decently for a hotel liquor license for those hotels. To try to curry favor with the rabid prohibition element by keeping in effect ordinances that are not intended to be enforced as against certain hotel keepers, is not manly; it is hypocritical and sycophantic; it breeds contempt of law; it tempts law officers to blackmail liquor sellers.

Let us be fair with ourselves and acquit ourselves as men.

Graphic of Los Angeles suggests a wedding of Southern California and Arizona as a new state, and it argues that the combined territory is large enough and the population great enough to make a state. This suggestion has been made in preceding years, but had never met with great favor, and the Standard does not believe the people of the Southwest will become enthusiastic over the proposal now. Southern California in and of itself is sufficient to constitute a great state, and while the state may never be carved in two, even more is to be heard on this subject in the future than has been in the past. The greatest argument in favor of division is that the state is unwieldy and is composed of sections having little in common. But a union of Southern California and Arizona in one state would be fully as unwieldy and the interests of the people would be no more harmonious than are those of the present State of California. The time will come when Arizona will become a state by itself, because it will have the wealth and the population which will compel a recognition of its rights, and Southern California may some day be a political entity, but there is no probability that these two will be united in wedlock."

#### Catholics and Kennan.

George Kennan and McClure's Magazine have as yet had no opportunity to give their reasons for ascribing the reign of the Schmitz-Ruef administration to the Catholics and the Jews. The Graphic has already expressed the opinion that when Kennan and "McClure's" are heard from, it will be in the nature of a history of Peter C. Yorke's participation in the political affairs of San Francisco. Many Catholics in Los Angeles hold views similar to ours regarding the influence which Peter C. Yorke has exerted in the politics of the northern city.

Now comes the "Argonaut" with this statement:

With reference to remarks made in these columns last week upon the extravagant and sensational charge brought by Mr. George Kennan against the Jews and Catholics of San Francisco, it may be added that a distinct measure of blame in this whole matter attaches to Rabbi Voorsanger on the one hand and to that clerical hoodlum, Father Yorke, on the other. It is in a measure due to the gratuitous certificate of personal and domestic character given to Abraham Ruef by Dr. Voorsanger that many have assumed a kind of sympathy if not an alliance between the Jewish part of the community and the arch-criminal, who now stands convicted of high crimes by his own confession. And, by the same token, it is unquestionably due to the championship of Eugene Schmitz by Father Yorke that there has grown up the notion of a close connection between Schmitz and the Catholics. Of course, neither the indiscreet approval of Ruef by Dr. Voorsanger, nor the coarse partisanship of Yorke for Schmitz, is logically or fairly to be charged against the religious societies with which these spiritual shepherds stand in association. Nevertheless many who do not reason closely and who permit small incidents to affect their opinions and judgments, have been led to believe things absolutely incapable of demonstration. The lesson is plain: ministers of religion would do well to avoid any kind of mix-up with criminal affairs, and, above all, they should avoid championship of men under suspicion of crimes. It is a good rule for the religious leader and teacher—as, indeed, for all other men—to look very carefully before butting in.

Frank B. Long Piano. Unequalled in tone.

Southern Californians visiting San Francisco cannot do better than stay at the Hotel Majestic, corner of Sutter and Gough. First class accommodations and service for first class people. Gustav Mann, manager, formerly of Los Angeles.

#### Calling on the Preachers.

It has become axiomatic among newspaper men that when a newspaper is making what it knows to be a losing fight, one of its last resources is to call on the preachers for comfort, if not aid. The "Express," in its war on the theaters, has quoted the opinions of many ministers of the gospel. Not many laymen have any sympathy with the contest that the "Express" is waging, these few being limited to the men whose ideas of Sunday observance have descended from father to son for fifty years. Only two men who have any considerable standing in the business would have joined the Earl-Ireland crusade for Sunday theater closing—Mr. Arthur Letts and Mr. George Mason. As for Mr. Letts, the "Graphic" suggests that he start reformation movements by reforming the salaries paid the employees in the Broadway Department store. As for Mr. Mason, nothing else was to have been expected. Mr. Mason belongs to the element, now dwindling in comparative strength, which would close all doors too insufferably tight for the average normal man of the Twentieth Century. We do not censure Mr. Mason for his views, which became a fixed habit early in life, but we might urge him to study Bro. Gardner, and to concede that "The World Do Move." Modes of life, modes of thought and a good many other things have changed since George Mason was a boy. Things have changed since the writer was a lad, and he doesn't admit to as many years as Mr. George Mason—not by several.

Thus, most of the thunder against the Sunday theater has been of clerical origin. We have in mind, for instance, the names of several Methodist Ministers that have figured in this movement of Brother Earl's. Now the discipline of the Methodist Church frowns on the theater on any day, let alone Sunday, although many otherwise good Methodists, shut their eyes to this church discipline and go to the theater anyhow. What else could these Methodist Brethren do than help the "Express's" campaign against the theaters and for more advertising? Then we recall that the pastor of the Church of the Nazarene has spoken against the theaters. Our understanding of the Church of the Nazarene is that it is an offshoot from the Methodists; that it has fallen heir to most of the revival spirit, shouting and sanctification of the Methodist Church of fifty years ago.

But the tendency of the men of this day and age, is to do their own thinking, independently of the utterances of clergymen in the newspapers. The tendency of the clergy on the other hand, is to attain publicity through the press; to draw congregations by radicalism and sensationalism; to get their names into print at all hazards. In this they are emulating, perhaps the lawyers and doctors, who swear by their sacred codes of ethics that they wouldn't advertise, but who never neglect a chance to get their names before the public.

Funny world this is, when you come to think about it.

Frank B. Long Piano. Unequalled in tone.

#### Fenders on the Interurban Lines

(Continued from page 2)

and emphatically, that any statement to the effect that the agent of the Eclipse or any other company framed our present fender ordinance is absolutely without foundation.

The fender that most nearly complied with the specifications of the ordinance was that known as the Eclipse, and the railway companies gradually equipped their city cars with it. Let me say here that with the exception of a few of the narrow cars on the old Traction line, the Eclipse fender does not comply with the specifications of the ordinance, which demands that the entire bumper beam be covered with a resilient shield.

Notwithstanding the slighting remarks made by Mr. McMillan about the results of the use of the fender on our city cars, let me tell you that they have saved many lives. I believe that since July, 1906, between forty and sixty people in this city have been picked up practically unharmed. Not only have men and women been picked up, but horses, also, and on one occasion a carriage with four people in it, without damage to the occupants, carriage or fender. Mr. J. J. Akin, general manager of the L. A. Railway Company, told a friend of mine that the fenders undoubtedly had saved many lives, and so informed a reporter of the Evening Express in August, 1906.

One would suppose that after going to the expense of equipping their cars with a certain fender, that the railway people would have given such fender a fair show. Yet such is the criminally careless method of dealing with the public welfare that it was not until after Mr. Hewitt had notified the railway company that he would make arrests if they did not lower their fenders did they do so, notwithstanding the fact that to carry this fender too high from the ground is to make a death trap of it instead of a life-saving appliance.

Mr. McMillan says that the Eclipse fenders should not be used upon the interurban cars because,

First, the cars running at a high rate of speed might be derailed by them. A pure theory, mark you. Does he bring any evidence to substantiate this theory? Does he bring any testimony from the managers of the six eastern interurban lines (1000 cars) using the Eclipse fender that a single accident has ever occurred through reason of its use?

Mr. McMillan or Mr. Dunn has been given the names of these railroads and requested to communicate with their officials. Have they done so?

What information would they have received had they written? The Leavenworth and Kansas City Interurban line has been equipped with the Eclipse fender since 1905, and its general manager reports that the fender has given entire satisfaction. The Akron, Bedford and Cleveland Interurban Railway, for some years been equipped with the Eclipse fender, which has given entire satisfaction. The Elyria Interurban line of the Northern Ohio Traction and Light Company, has been equipped for some time with the Eclipse fender. This line, running almost entirely over a private right of way, had much difficulty with the derailment of cars by live stock, and al-

though they used the pilot and tried several devices for fenders, all proved almost entire failures until they tried the Eclipse fender, and with it picked up the cattle and carried them safely without injury to the cars, and with little or no damage to the fender. After a short trial they ordered the equipment of their entire line. The cars on this line are expensive ones, costing from \$12,000 upward.

The above mentioned roads run at as high a rate of speed as any in the country, and the speed on the Akron and Elyria lines sometimes reaches ninety miles an hour. According to the reports of these several roads, the fenders have picked up numbers of cattle, and have saved cars from derailment and much possible loss of life and property. On what, therefore, does Mr. McMillan base his assertion that it is dangerous to equip our interurban cars with the fenders prescribed by our ordinance? Because, gentlemen, on one occasion a bolt or rod connected with the fender upon a Redondo car was forced through the floor of the front platform. The car was not derailed, nor was any one hurt.

This, then, is the situation: Mr. McMillan claims that all interurban cars should remain fenderless, notwithstanding the fact that the fenderless cars of the Pacific Electric Interurban line alone killed twenty-nine people during the year ending September 1, 1906, and twenty-nine people during the year ending September 1, 1907, because, forsooth, once upon a time a fender bolt penetrated the platform of a Redondo car.

Second, Mr. McMillan claims that his 250 Pacific Electric cars should remain fenderless, although they killed during the year ending September 1st, 1906, more than one-third of the number killed by the 7341 cars of the entire State of Massachusetts in the same length of time, because if we insist upon protecting the limbs and lives of our people by insisting that the Pacific Electric company shall be compelled to obey the law calling for fenders on all cars, Mr. Huntington will stop his cars at the city limits.

Third, Mr. McMillan claims that the 250 fenderless Pacific Electric cars, although during one year they killed one in every 13,000 people in Los Angeles county, which is near-

ly three times as many as the 7341 cars of Massachusetts killed in proportion to its population, one in 35,000, should be allowed to run through our streets, and that we should complacently sit by and see the slaughter continue because if we compel Mr. Huntington to obey our laws he will cease extending his railway system;

Fourth, Mr. McMillan claims that the 250 cars on the Pacific Electric system should remain fenderless, although these same cars killed in the same year fourteen times as many people as the 7341 cars of the Massachusetts killed in proportion to the number of passengers carried, and we must sit still and be cheerful and not compel the Pacific Electric company to spend \$15,000 for the equipment of these 250 cars with proper fenders because Mr. McMillan claims that Mr. Huntington is not making any money on his railway lines.

For the sake of argument let us grant that it is dangerous to allow the fenders to remain down while going at a high rate of speed outside of the city limits. All that has to be done is to stop the car at the city limits and fold up the fender. It can be folded up and securely fastened in from three to five seconds. If they do not choose to do this, they can take the fenders off, but the first method is preferable. There is no reason why each car should not be equipped with both a pilot and a fender, as are some of their freight cars at the present time.

An analysis of the coroner's report for the year ending Sept. 1, 1907, and the report of the city clerk stating the number of cars paying license to the city makes very interesting but very distressing reading.

Mr. McMillan told you the other day that there are 250 Pacific Electric cars. Now they pay license upon 77 cars, for the quarter beginning July 1, 1907. The plan adopted is to pay license upon that proportion of the entire number of interurban cars that are in the city at one time. Therefore we must take their own estimate and say 77.

The number of people killed within the city limits by the Pacific Electric fenderless cars in the year ending September 1, 1907, was fifteen. The number killed by the

312 licensed Los Angeles Railway Company's fendered cars was eighteen. The Los Angeles Pacific pays license upon 28 cars—that is the number supposed to be in the city at one time—and they killed within the city limits ten people.

So the combined Los Angeles-Pacific and the Pacific Electric interurban cars, all fenderless, 105 in all, running at one time at long intervals through the streets of our city, killed within the city limits 25 people, which is 7 more than were killed by the 312 Los Angeles Railway fendered cars, all running within the city limits at frequent intervals. In other words, one person was killed within the city limits by every 41-5 fenderless interurban cars, while it took 171-3 fendered cars of the Los Angeles Railway Company to kill one person.

If this does not show the value of the fenders, nothing in the world can, especially when you bear in mind that most of the 28 deaths caused by the fenderless interurban cars were caused by the front end of the car, while a majority only of the Los Angeles Railway Company's was from the same cause.

Do you not think in the face of this showing that any one who would ask us to exempt the interurban cars from the provisions of the fender ordinance is suffering from infinite assurance and unconscionable gall, and has a very low opinion of our intelligence, humanity and morality? That is my opinion.

Every argument Mr. McMillan has made is specious, and will not bear the lime light of just criticism. It behooves your manhood that you ignore theories unsupported by evidence and contradicted by facts, and that you decline to be bluffed or bulldozed, and that for the sake of those you love, for the sake of your neighbors, and of the stranger that is within your gates, you insist that this unparalleled slaughter by our street railway cars shall cease, and that every car, both urban and interurban, that passes through the streets of our city, shall be provided with the live-saving appliances prescribed by a just and reasonable law.

## From the Inside

Organized Labor Gives up Its Fight Against the United Railroads—Withdraws the Boycott but Insists the Strike is Still on—Thirteen Striking Carmen Appointed on the Police Force—William J. Biggy, as Chief of Police, Protege of Rudolph Spreckels and Lieutenant of William J. Burns—Examination of Talesmen in the Ford Trial—Earl Rogers Makes Excellent Impression—The Oakland Tribune's Reply to Spreckels—Biggy's Record as a Politician—Patrick Calhoun Eager for the Fray.

SAN FRANCISCO, Sept. 17, '07.

Utterly routed at every turn, the general strike committee last week removed its injunction against union men using the cars of the United Railroads. The labor leaders pretend that this is no surrender. On the contrary, they affirm that it is a strong tactical move to embarrass the United Railroads by demonstrating that the company is not equipped to handle the traffic with non-union labor. This at least is an ingenious excuse

for calling off the boycott. In the mean time, too, possibly with fears of the penalties of the Cartwright law before their eyes, the labor leaders have the impudence to pretend that there never was a boycott, and that the United Railroads was not declared "unfair." The purpose of such absurd pretensions is not to amuse the public, but it is wonderful how credulous and ignorant these labor leaders imagine people can be.

The truth is that the general strike com-

mittee could no longer enforce its boycott orders. For weeks the order against using the cars has been generally disregarded by union men. Besides, the union bus service was becoming more and more of a farce every day, and an expensive farce, to boot. The Western Rapid Transit Co., which was organized with loud alarums to parallel the lines of the United Railroads with motor busses, died a-borning. One motor bus alone ever made its appearance. Thousands of

dollars must have been wasted.

The boycott was officially ended on the 130th day of the strike. It is calculated that the striking carmen had lost up to that date \$786,000 in wages. Organized labor consoles itself with the reflection that the losses which have accrued to the United Railroads must be far larger. But in the meantime Mr. Calhoun has rid his company forever of the tyranny of labor unionism, and has removed the dire prospect of an interminable series of strikes. Moreover, once and for all, it has been demonstrated that even in union-ridden San Francisco it is possible to operate a great industry without dependence on organized labor. The essential principles of industrial freedom and the liberty of the individual have been established beyond denial. Mr. Calhoun has never swerved from his devotion to these principles, and has not counted the cost in upholding them. The service that he has rendered San Francisco is inestimable.

#### Cornelius Explains.

But "the strike is by no means over," declare the labor leaders. Their plan of campaign is changed—that is all. "It has been clear to us all along," says President Cornelius of the Carmen's Union, "that we should not tax the self-sacrificing spirit" (of the people who have abstained from riding on the cars) "a moment longer than need be; for we have been keenly aware of the great hardship imposed upon our friends as individuals and upon the city by avoiding the use of the transportation system of the United Railroads. As the matter stands, accordingly, it appears to us that the time has come for saying that from now on our fight can be prosecuted with greater likelihood of speedy victory by changing our plan of campaign than by continuing to accept the sacrifice inseparable from the keeping off the cars." Mr. Cornelius concludes his manifesto by saying, "We shall continue the strike until we win," which means, apparently, as long as Mr. Cornelius lives and is able to draw a salary.

#### Violence Remains.

There is now only one way left by which the existence of the strike can be made manifest, and that is by a continuation of the gross acts of violence upon the employees and the property of the United Railroads. The calling off of the boycott cannot be considered a cessation of the intense hatred and bitter desire for vengeance on the part of union labor against the United Railroads. In fact, even more trouble than hitherto may be anticipated, for it is probable that the general presence of union men on the cars will mean the incitement of disturbance at the slightest provocation. The platform men themselves regard their difficulties and dangers increased by the fact that numbers of their sworn enemies will now constantly be on the cars.

#### Strikers on Police Force.

The greatest problem in San Francisco still is, as it was four months ago, the restoration of law and order, and public confidence. Unhappily this seems all too improbable until the police force is entirely reorganized. The disgraceful fact has lately been made public that no less than thirteen striking carmen have been appointed to the police force since the strike began. Such

appointments under the conditions were simply criminal. The attack on the Utah street car barn on the night of September 10 has not yet been fully investigated by the authorities, but here are certain significant facts. The patrolmen who opened fire on a car crew of the United Railroads were as follows: Robert L. Wade, appointed to the police force May 9, at which time he was a member of the Teamsters' Union; A. W. Bigelow, appointed June 18, at which time he was a member of the Teamsters' Union, and Andrew W. Miller, appointed May 14, at which time he was a member of the Carmen's Union. The police declare the carmen fired on them first, while the wounded men say they did not shoot at the police at all, but that the patrolmen opened a fusillade on them without warning or provocation. As usual, an effort was made to create the impression that the non-union men were the aggressors in an attack upon pickets of the Carmen's Union, and that the latter and the police were blameless.

#### The William J.'s.

The prospect of civic peace is hardly improved by the appointment of William J. Biggy as chief of Police. It is certainly a surrender of the police department to the custody of the "Big Stick." Biggy hitherto has been simply William J. Burns's lieutenant, with special duty of nursing Abe Ruef in luxurious quarters at a cost of \$1400 a month to the public purse. For many years Biggy has been a protégé of the Spreckels family. Until last March, when he was appointed elisor for Abe Ruef, he was manager of the Metropolitan Laundry. His experience in police affairs seems to have been limited to a term as member of the Police Commission, and to seven weeks' service as acting chief of police five years ago. It is generally recognized that William J. Burns will in reality be in control of the police department. Burns has frequently made statements that the department was rotten, and it is said that Biggy is planning a reorganization of the force under Burns's direction. Burns in turn is the privately hired agent of Rudolph Spreckels, whose expressed sympathy with the striking carmen and the brickbat throwers is not forgotten. It should prove very interesting during the next few weeks to watch the reorganization of the police department. San Francisco, evidently, has not yet had its fill of government by a secret and self-seeking tribunal. Biggy's appointment means Ruef's migration to the city prison. I doubt, however, if Ruef will be subjected to much humiliation, at least until after he has testified in the United Railroads case.

#### Credibility of Supervisors.

The examination of talesmen for jury service in the Tirey L. Ford case has been instructive of the state of public opinion. Protests against the immunity granted the hoodling supervisors have been frequent and emphatic. Several talesmen did not hesitate to express their opinion that they regarded such immunity agreements as bribes. "What is your opinion of the credibility of some of the witnesses to be called at this trial?" was a frequent form of question. There was no more illuminating answer than that of Edward W. Strange, who replied, "Well, I don't think I should place much faith in the testimony of scalawag super-

visors who have been granted immunity."

#### Lays Down the Gauntlet.

The principal sensation of the proceedings in the examination of jurors for the Ford trial was Earl Rogers's assertion: "I can prove that Spreckels and Phelan are the largest stockholders in the Spring Valley Water Company, and that they forced the new board of Taylor Supervisors to revive interest in the acquisition of the company's plant as municipal property." This bold assertion precipitated the first clash of swords—or, rather, cymbals—between Rogers and Heney. Rogers is leading the defense for Ford, and thus far has made an excellent impression. His examination of talesmen has been deft, suave and penetrating. He seemed to adapt himself readily to the idiosyncrasies of each juror, and never let go of him until he had revealed his state of mind.

Early in the examination of talesmen Judge Lawlor showed a disposition to be strictly fair by allowing the protested challenge of a member of the Carpenters' Union. While Judge Lawlor expressed himself as satisfied with the sincerity of this juror's denial of prejudice, nevertheless it was obvious that the court deemed it inexpedient that the fate of an official of the United Railroads should rest with a member of a union which has been engaged in a class war with the company.

#### The Tribune's Position.

In reference to the \$100,000 libel suit brought against the Oakland "Tribune" by the First National Bank of San Francisco at the instigation of Rudolph Spreckels, Joseph E. Baker, the "Tribune's" editor, makes some forcible and emphatic remarks. Mr. Baker writes: "Because the 'Tribune' has protested against and exposed schemes to use legal process to serve nefarious ulterior ends, and not for the furtherance of justice or the cause of good government and civic decency, it is being subjected to a guerrilla attack based upon false pretense and urged with the furtive method which has characterized some of the criminal prosecutions in San Francisco directed by Mr. Spreckels. One of the special reasons for this attack on the freedom of the press is that the 'Tribune' had the courage to denounce the infamous immunity contracts given the hoodling officials of San Francisco and the true inwardness of the deal by which the officials who had debauched the public service of the city were brought into partnership with the graft prosecution and made aids to its political program." The article concludes: "The 'Tribune' will not relax from its efforts to secure fair and impartial trials for accused persons, and fair play for every person, class or condition in San Francisco and elsewhere. It will still insist that the machinery of the law should not be placed in private irresponsible hands and that the courts should not be made subservient to private dictation. It will not recede from the position that every law breaker, great or small, rich or poor, should be dealt with as the law directs in a spirit of justice. And it declines to accept as paragons and guardians of public virtue rich spoliators who make a class war of judicial administration and inaugurate a crusade on graft by compounding felonies and taking thieves into the communion of saints. We shall speak our mind despite Rudolph Spreckels and his

journalistic jackals."

These be plain words, but they reflect very vividly the convictions of thousands of fair-minded, clear-thinking men who have watched the confusion of justice with vengeance and the torturing of the law by illegal tactics.

#### The Private Prosecutor.

A Los Angeles lawyer whose curiosity led him to attend a session of the Ford trial last week expressed his astonishment at the sight with which attendants at the graft trials have been long familiar and no longer regard extraordinary. "Who is the man," he asked, "sitting next to the District Attorney and apparently representing the State?" It was Mr. Rudolph Spreckels. The Los Angeles visitor was astounded to find the position of the public prosecutor openly usurped by a private citizen. But Mr. Spreckels's presence at the head of the force of the prosecution is properly significant. It testifies unmistakably to what I have maintained all along, that the heart of the public prosecution has been sacrificed to the heels of a private vendetta.

#### Torture of Public Office.

Surely it is a travesty on justice when a public prosecution is directed by a private citizen; when the District Attorney's office is usurped by a private agent; and when in the conduct of a public office vital legal traditions are transgressed. The Supreme Court of Michigan, when graced by such distinguished jurists as Cooley, Christianson and Campbell, laid down the doctrine that the District Attorney is not a plaintiff's attorney, as in a civil suit, but that he is attorney for the defendant, and that in the forcing or excluding of evidence he should be as fair and as impartial as the Judge himself. This cardinal principle of public prosecution has been defied in the graft cases. On the part of Francis J. Heney, assistant district attorney, there has been utter violation of the doctrine that the representative of the State's prosecution should be absolutely impartial. On the contrary we have seen Heney straining every nerve and employing every trick to make good his boasts of landing the victims of his dragnet in the penitentiary.

#### Langdon's Brief Permit.

Last Thursday, the first day of the Ford trial, witnessed the first appearance of District Attorney Langdon even nominally in charge of the prosecution. Langdon was permitted this brief appearance, which as yet has been confined to almost formal questions in the examination of talesmen, in order to bolster up his shattered reputation and improve his record on the eve of the political conventions. But the next day Mr. Heney returned from Oregon. He actually managed to remain in court for twenty minutes without opening his mouth.

#### Biggy's Political Record.

Mayor Taylor denies all responsibility for the appointment of Biggy as Chief of Police, for which he has been even more severely criticized than the appointment of Michael Casey, president of the Teamsters Union, to the chairmanship of the Board of Public Works. Mayor Taylor declares that he knew nothing about Biggy's appointment until he read of it in the newspapers. It

is certainly extraordinary that the Police Commission, appointed by the Mayor, should have taken the most important step in its power without consulting or even informing the Mayor of its intention. The truth is that the "Big Stick" has been grievously disappointed in its ability to handle Taylor. He has proved himself very jealous of his prerogatives and not at all inclined to bend to outside interference. In securing the appointment of Biggy by the Police Commission the "Big Stick" evidently did not consider it necessary to take the Mayor into its confidence. Biggy's own record is nothing but that of a unsuccessful politician. He has run for office five times and been defeated four times. He was elected to the State Senate as a Democrat. He then ran for Auditor on a non-partisan ticket and was ignominiously defeated. Phelan secured his nomination for supervisor, but he was again beaten at the polls. Subsequently Phelan appointed him supervisor to fill a vacancy, but the Supreme Court upset the appointment. Phelan then made him a police commissioner, but afterwards removed him as a misfit. Biggy's latest appearance in the political arena was in his candidacy for the office of railroad commissioner, but the people preferred Andrew Wilson, the boodling supervisor. Biggy's appointment as Chief of Police is the last and most convincing answer to the constant declaration of the graft prosecution that it is neither dabbling in politics nor interfering with the municipal administration.

#### Long Delay for Schmitz.

Judge Dunne has at last signed the bill of exceptions in the Schmitz case. The next step is that the bill will be filed in the District Court of Appeals. Then each side has thirty days in which to file a brief, and after that oral argument will be heard. It is probable that it will be six or seven months before the District Court passes upon the validity of the judgment of conviction in this case.

#### Calhoun's Trial.

Patrick Calhoun faces his trial with the same nerve and cool courage that has distinguished his fight against industrial tyranny by Labor Unionism and won him and the cause of industrial freedom a splendid victory. A friend said to him the other day, "Don't you wish, Mr. Calhoun, that you could shake the dust of San Francisco off your feet and be free from all this strife and all these anxieties?" He replied, "No, indeed, I do not. My fighting blood is up. I am in a fight; I am in the right and I am bound to win." The organs of the prosecution pretended that the request for Calhoun's trial to precede Ford's was a "bluff." It was nothing of the kind. For weeks Calhoun has been anxious to "get to the bat" and to prove the truth of the declaration he made four months ago. At that time he said: "The officials of this company are ready to meet their enemies in the open, and before they are through they expect to show to the whole country the infamy of the methods of the prosecution, the baseness of the motives of the private prosecutor, his readiness to grant immunity to self-confessed criminals, and the willingness of the prosecution to aid the strikers even if it involved this community

in disorder and bloodshed, provided it furthered the private prosecutor's personal ends." At that time, too, Mr. Calhoun said: "I repeat with renewed emphasis my former declaration that no official of this company ever bribed any one, authorized Mr. Ruef or any one else to bribe anybody, knew of any bribery, or approved of any bribery. . . . I charge the prosecution with having prostituted the great office of District Attorney to further the plans of private malice in the interest of the man who organized the Municipal Street Railways of San Francisco. . . . Before this contest is over I confidently expect to defeat alike the machinations of Rudolph Spreckels, the private prosecutor, and Mr. Cornelius, president of the Carmen's Union, the leader of anarchy and lawlessness, and to see firmly established in this community the principles of American liberty and the triumph of truth and justice."

This declaration was made four months ago. Half of Mr. Calhoun's task is already achieved. The other half, which he regards far easier, is now at hand. **R. H. H. C.**

Frank B. Long Piano. Unequalled in tone.

The Hotel Majestic, corner of Sutter and Gough streets, is the best place to stay in San Francisco. First class service for first class people. Gustav Mann, formerly of Los Angeles, Manager.

The City National Bank of Long Beach has received its authorization from the Comptroller of Currency, to begin business.

Recent arrivals of Angelenos at the Hotel del Coronado, Coronado Beach, were: H. Mitchell, L. Ulmer, Robt. Atkinson, D. P. Doak, W. L. Shinn, E. B. Gilmore, Curtis D. Wilbur, Mrs. Partridge Wood, Richard Spencer, D. A. Gibbs, Jr., Mrs. P. W. Bresee, C. Wood, D. F. Garrettson, Mr. and Mrs. W. A. Bowles, Mr. and Mrs. L. N. Rodgers, Mrs. S. Fox, Miss A. Barnant, Frank Isby, G. S. Carl, Mrs. F. H. Webb, Miss Mabel Brundige, Mr. and Mrs. H. S. Hackstoft, F. A. Noyes, Jr., Mrs. H. Sullivan, Mrs. L. Joseph, Mrs. H. L. Cashman, Mr. and Mrs. I. B. Hayes, Mr. and Mrs. Hensen Morse, Miss Florence Moore, Miss Heartt.

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## By the Way

**Making Faces at Bryan.**

Hooro, hooray! Oh, Mama! Here is our amusing friend gone and done it at least six months ahead of the expected time, and W. R. Hearst, the Peepul's Champeen, is at it again on all fours, making faces at William J. Bryan and the combined Democracy, throwing stones at Gavin McNab in California, and at Alton B. Parker back in New York. If you are a reader of the Los Angeles "Examiner" you may have noted the defy in the Hearst ultimatum last Sunday last Sunday. There was an edict to make the small boy, Mayor Harper, Thomas E. Gibbon and all other faithful disciples of the immortal Jefferson crawl into their holes and pull the holes in after them. Hearst is out with a statement that he and his Independence League will go it alone next year in the race for the presidency; that he is opposed to the nomination of W. J. Bryan, Tom L. Johnson, or any other Democrat. He favors one peerless aspirant as Theodore Roosevelt's successor in the White House, and the name of the Hearst candidate is W. R. Hearst. What do you think of that, and the dog days just ended? Oh, me, oh my! Oh, mama! It certainly is to screech.

**Langdon Trottled Out.**

Incidentally the Hearst snarl has trotted out District Attorney Langdon of San Francisco, as the Hearst candidate for Governor of California next year. And if that declaration does not defeat Langdon for renomination this month, then the game of political prophecy is not what it has been in this section. I doubt if Gavin McNab will stand for pulling the tail of the Hearst kite, as far as California is concerned, and that is what the Hearst declaration in Langdon's favor means, if it means anything at all.

**Must be Joking.**

One might add in parenthesis that when Hearst says that his Independence League is the real thing in the politics of California, of New York, of Illinois, and of Massachusetts, he must be joking. His place at this time is in Los Angeles, with others of the American Press Humorists who are here. In all of these States Hearst's League was in evidence in last year's campaign, and in

New York every Democratic candidate except Hearst was elected. In Massachusetts the Hearst aspirant for governor, although he had the Prohibition endorsement (what a queer alliance) was beaten fearfully. And in Illinois, Mayor Dunne, with the Hearst endorsement for re-election in Chicago, was swamped by the head of what was admitted would be a hoodlum administration. The voters were for Dunne all right, but they declared emphatically they could not stomach William Randolph Hearst. In California—well, the past is too recent to require extensive comment. Hearst, by coming out in the open at this time, appears to have made it a hundred to one shot for any Republican for President of the United States in 1908. I have had misgivings that perhaps the interests might force Fairbanks. But even he, with the Hearst boom for number one already launched, will have a majority beside which that cast east for Theodore Roosevelt in the last campaign was only a very few.

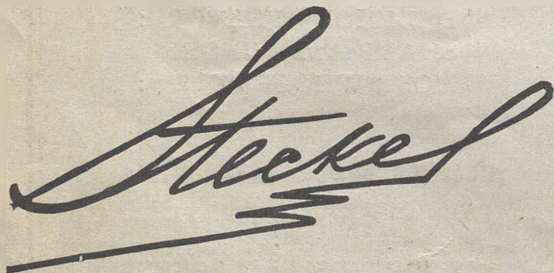
**Bureau Goes Wrong.**

Something is wrong with the Los Angeles end of the E. H. Harriman political bureau, else the proposed Los Angeles-Pacific subway, with its attendant expenditure of five million dollars, would have been much more advanced than it is. Epes Randolph, who was in town last week, caused it to be known that Mr. Harriman is rather pleased that his expected outlay of real money in Los Angeles has been impeded. The market for cash is in a bad way just at this time, as most of us know, and the head of the Southern Pacific remarked when informed that his Los Angeles street railway enterprise had struck a reef, that he was pleased. The new conditions have made it easy for him to postpone indefinitely his Los Angeles-Pacific improvements, and but for the pride of it, he would like to drop the proposed expenditure entirely. Some of us are still wondering why Mr. Harriman failed to include Los Angeles in his itinerary during his recent vacation visit west. Colonel Randolph, who was with the chief more than any other one of his local lieutenants, insists that the only reason Mr. Harriman failed to come here was because he had not the time for the trip south. As a matter of fact, I happen to know that the Wall street wizard hastened east, the result of the directors' meeting of the Illinois Central Railroad, where Stuyvesant Fish smashed President Harahan of the railroad company between the eyes. In that encounter, Fish had introduced a set of resolutions that were aimed to bring about an investigation of the Illinois Central, a subject with which newspaper readers are familiar, the entire Harriman-Fish feud having been a common topic for more than a year. The Fish resolutions were aimed at Harriman, and as soon as the latter was apprised of what had happened, he cut short his vacation, and hastened to New York. But for that incident, it is insisted that Mr. Harriman would have come to Los Angeles, where all of us, his most loyal subjects, would have paid him that homage due to him who holds within his keeping our destinies.

**Burton and San Pedro.**

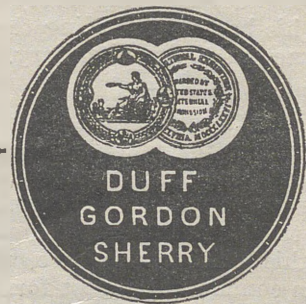
Writing of Mr. Harriman, one is reminded of the late Collis P. Huntington, and speaking of "Uncle Collis" brings to the recollection San Pedro Breakwater. The two subjects go hand in hand as it were. And writing of the breakwater is certain to be a reminder of the opposition to that public improvement, and that brings me to the fact that Congressman Burton of Ohio, who has been put into the running as the Taft-Roosevelt candidate for mayor of Cleveland, in opposition to Tom L. Johnson, for years was the one big opponent of the San Pedro enterprise. Burton is at the head of the Committee on Rivers and Harbors in the lower house, in which capacity he has been familiar with the San Pedro breakwater for a long time. He was in Los Angeles on one occasion, some nine years ago, and at that time, after he had inspected the breakwater, he returned to Washington determined that the appropriations for the purpose was money thrown away. Burton nearly killed the breakwater then, and but for the timely assistance rendered by Congressman McLachlan, that would have been the end of the San Pedro harbor scheme. That was after the funds for the harbor had been appropriated and several hundred thousand dollars of the money had been expended. Soon the breakwater should be completed. It has been building for, I have forgotten how long, and the government certainly lost no money in the construction. The contract was let at a time when labor and material were much lower than they are at present, and the job has bankrupted at least two firms of wealth and standing. I understand the work is being finished by local capital that came to the assistance of the last contractors at a time when the latter were saved from ruin by the help that was advanced. Why not commemorate the completion of the big job in an appropriate man-

Until Oct. 15th, there will remain on exhibition in the Steckel gallery, examples of paintings by the following well-known artists: Lungren, Pages, Grant, Donovan, Duval, Redmond. Visitors from 10 to 5.



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ner? Annex San Pedro Harbor to Los Angeles, and then, with the city owning its own seaport, let us all whoop it up in a manner worthy of the occasion.

#### Theatrical Newspaper.

Whether or not to issue a newspaper on their own account, so as to protect themselves from the blackmailing attempts of other publications, is being considered seriously by the theatrical managers' association of the city. Some have advised such a course. It is suspected that the Los Angeles "Express" would let go the minute the managers fought back in kind with their own journalistic guns. It is my opinion that had the managers' association not sent to the "Express" the retaliating resolutions withdrawing their advertising, the proposed Sunday closing of theaters would have died before it was born.

As it is, the "Express" has made the most of the alleged attempted boycott, which by the way was no boycott at all, and little sympathy has been won by the E. T. Earl organ in its warfare. Be that as it may, Los Angeles never will consent to forcing the Puritanical Sunday upon a population, a large majority of which proved in the recent anti-liquor campaign that they will oppose all similar sumptuary legislation.

#### Worth a Spread.

Rear Admiral John G. Walker, U.S.N., is dead, a fact to which the combined Los Angeles daily press paid scant attention. Locally the story was worth a spread. Admiral Walker was chairman of the board that gave us San Pedro breakwater, and all of the late Collis P. Huntington's bullyragging failed to swerve the old sea dog from

his path of duty. I did expect the "Times" to pay to Admiral Walker some sort of editorial tribute, for with General H. G. Otis, the admiral is largely responsible for the free harbor that long ago became a misnomer in the term. And the "Herald" even failed in a similar fashion, although Thos. E. Gibbon was principal counsel for Pro Bono Publico in the harbor hearings before the Walker board, held in the old Chamber of Commerce. What a glorious struggle that was, to be sure!

#### Golf Daffy.

Although I have never had a golf stick in my hands more than half a dozen times, I can testify to the allurements of the game. My evidence however, on this point would be valueless compared with that of John

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H. Blackwood, of the Belasco Theater, who has gone golf daffy. He and Arthur Clarke of the "Examiner" comprise a team that visits the Country Club links nearly every morning. Mr. Blackwood is a better man physically for this latest fad, and he is one of the fortunate men in the community who can devote an hour or two in daylight away from business. Most of us have to work from 8 to 6—but then Blackwood works from 1 to 12.

### Judge Sepulveda.

Judge Ignacio Sepulveda, formerly a landmark in Southern California, is due to return "home" from the City of Mexico within a few weeks. Judge Sepulveda was a prominent Los Angeleno more than twenty-five years ago, at which time he went to the southern republic on a visit. He had been a prominent Democrat here since his birth, and when he left this section it was to visit Mexico City, where ancestors had been wealthy and of the elite for several centuries. The judge remained down there, and ever since he has been high in the confidence of the Diaz administration. Recently Mrs. Sepulveda returned to Los Angeles a visitor, and the trip resulted in a longing for the scenes of her childhood. The judge has been persuaded to return to the land of his nativity, and to the city he left a little more than a pueblo. I predict for the Sepulvedas a warm welcome, and for the judge a future full of honors as well as of happiness. He certainly will notice a few changes in the physical appearance of Los Angeles.

### No Extradition.

Writing of things Mexican, I am not displeased at the refusal of Governor Gillett to permit the extradition of the alleged suspects in jail here, who are accused by the authorities across the line, of divers and sundry crimes and misdemeanors. I have followed the subject with some degree of interest, and to me it has appealed as a case of the under dog, as far as the accused are concerned. The situation developed early into an excellent opportunity for the "Examiner," or some other yellow paper, of which, of course, the Hearst sheet failed entirely to take advantage. As it was, the Los Angeles police department did not cover itself with glory in the matter. As I recall the facts, one or more officers, with Spanish names surprised the three accused, and carted them off in triumph via police patrol, to the city prison. Then Los Angeles was informed that the capture had been effected with considerable eclat, guns aimed high, and all that sort of thing. The whole thing made beautiful reading, not unlike a detective story written of Sherlock Holmes. Some of us asked at the time who was supplying the funds that had tracked the accused from St. Louis here, with the assistance of one of the important private detective agencies of the United States, and it looked as if Colonel W. C. Greene might have had something to do with the problem. The colonel, however, lost no time in denying the impeachment, and Emilio Kosterslitsky, who was in Los Angeles then, and visited the "outlaws," put them down as ordinary peace disturbers, instead of the alleged bloody insurrectos they were published. As a matter of fact, the men in jail really believe the Diaz government is not the beautiful thing it is pictured. The men

in prison should be released, as far as our courts and our law is concerned. They have violated neither the one nor the other. The right of peaceful asylum is a sacred heritage left to us by the fathers who gave to us the American constitution.

### Humorists.

Frank T. Searight's Press Humorists will depart from among us this evening, after a week replete with entertainment and other things, arranged for their special benefit. Tomorrow night Strickland Gillilan and his associates will be landed in Goldfield, there to be the recipients of more dinners, breakfasts, banquets and other similar functions. For even professional humorists appear to have a soft spot in their make-up for pleasures of the table. The Los Angeles meeting has been a glorious success, and while on the subject, along with other newspaper men, I should not object to being informed what it has been all about.

### Weidner's New Glory.

Los Angeles is to have a new German Consul, and you might try a guess as to his identity. The Kaiser has not been represented in Southern California since Walter F. Haas resigned the job a few years ago. Haas's successor is to be Perry Weidner. Few of us ever realized that the popular vice-president of the Central Bank had aspirations in the direction of international diplomacy, or that his trend linguistically is in the direction of "Die Wacht am Rhein." But as the German Consul must be a German scholar, Mr. Weidner's new accomplishments are not fraudulent. I am told he is certain to deliver the goods.

### Delmas.

Delphin M. Delmas recently paid us a visit and his presence in Los Angeles did not secure that newspaper recognition to which the importance of the subject entitled it. I gather that from a story told anent the dinner tendered the San Francisco orator by S. P. Clark's celebrated Tammany club. At that function, Mr. Delmas, after he had been profusely greeted by those present, asked of Mayor Harper whether one M. P. Snyder, who had been once on a time mayor of Los Angeles, still lived here. At which members of the Harper cabinet, who were out in force, howled in glee. I look to hear it announced publicly one of these fine days that M. P. Snyder has left the Democratic party. The former mayor has too much money to be considered nowadays a disciple of the late Thomas Jefferson, and the later W. J. Bryan.

### On to Washington.

Frank P. Flint will hasten Washingtonward in about a week, where the Flint establishment will be reopened for the winter in the nation's capital. Walter F. Parker now is in the same general direction. Unless the signs of the times are wrong, Senator Flint bids fair to become embroiled with the President before the coming session of Congress is ended, the result of the recent appointment of the postmaster at Berkeley. The new appointee was not recommended by the Republican State machine or by Congressman Joseph Knowland of Oakland. From time immemorial almost it has been customary to name for the postoffices the aspirants backed by the Congressmen in the district affected. Where such nominee is

### Mining Exchange.

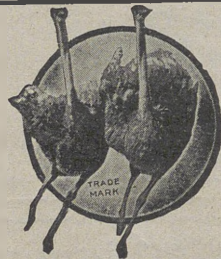
If I have a criticism of the new Mining Stock Exchange, it is in the direction of the fact that to this time, only a very limited market has been opened by the new venture. I mean, that the Exchange should not confine its trading to the lower Nevadas only, but should give Arizona and New Mexico stocks a chance, to say nothing of California, north as well as south. As it is, Southern California stocks, with proved properties, are not being benefited, not to say anything of the Arizonas, such as the Bisbee and the Globe mines, whose stocks are standard and have been for years, in New York and Boston. I know personally of several owners of Green and Mitchell stocks in Los Angeles, who undoubtedly would like to have those stocks listed here at home, and it was hoped that the new Exchange would fill a long felt want in this particular. I am informed this may be done later; it should be, the sooner the better. In the meantime the new Exchange is a "go" apparently, as was manifested the second day of business when several thousand shares of Goldfield Consolidated was sold. The stock, the best known of all the Southeastern Nevadas, has been on the Los Angeles Exchange for two years, and the first sale there has yet to be heard of.

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### Elliott.

I am beginning to feel sorry for my friend John B. Elliott of the Associated Press, whose genial personality is being used apparently by the head of the municipal administration, as a sort of clearing house for political patronage purposes. Whenever the mayor has a brand new office that carries nine parts gilt and one part pure metal, he at once tries it on Elliott first. The latter has so far withstood the virus, and as the mayor usually accomplishes what he has set out to do, and Elliott secures a bit of advertising, every one always turns up, happy ever after, as Laura Jean Libbey would say. I must confess however that the performance is becoming a bit monotonous, and liking Elliott as I do, I hope for his sake that one of these days Mayor Harper will give him something worth while.

### Muentner to be Ditched.

"Gus" Muentner of Stockton is to be ditched by the regular Republican organization, I hear. He is not to be permitted to hold the office of collector of internal revenue for long. Already protests have begun to be sent to Washington in opposition to Muentner's confirmation, and the expected flood in the same direction has not yet started, I am advised. In that connection, I have not noticed the "Express" throw any fits in regard to the subject, although the matter is much more important than some of the things that E. Tobias Earl makes a row over, the Berkeley postmastership for instance, and the mayoralty situation in San Francisco.

### Dictating to San Francisco.

In regard to the latter, I think it nerve to say the least that a portion of the Los Angeles press should continuously back away in that particular direction. Why should we as a community persist in dictating to San Francisco as what its people should or should not take in the way of Mayor. Undoubtedly Los Angeles would consider such interference obnoxious, were the facts reversed with us as the party of the first part. For a time it was the "Times" that offended most in this direction, and as usual, the "Express" having noted that the subject permitted of all sorts of pompous editorial verbosity at once fell into line, and out-Heroded Herod. As a matter of fact it is not the business of Los Angeles newspapers to dip into the subject. We have plenty to do down here, with a Non-Partisan city council trying to make a million dollars of public funds go the same route where half the sum went before. That by the way, is the least of our troubles.

### Mexicans.

The "Times" to the contrary, evidence has not yet been produced to prove the Mexican insurrectos in custody here, to have ever violated any law; certainly not any of the Statutes of the United States. There is no desire to become maudlin in this matter, although that it is certain to prove one of life and death, in the event that the accused are ordered deported is not denied. The alleged existence of a beautiful female anarchist in the alleged plot, is the veriest rot, and even the "Times" cannot believe a word it has published upon that score. The

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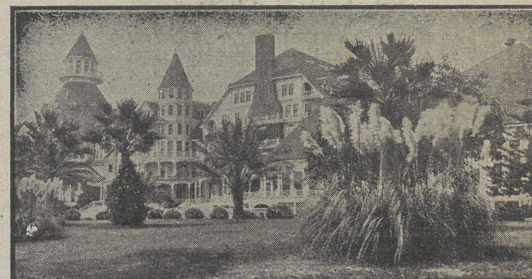
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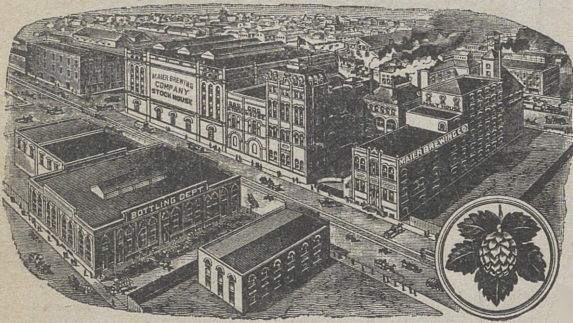
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### NOTICE FOR PUBLICATION.

Timber Land, Act June 3, 1878.

UNITED STATES LAND OFFICE,  
Los Angeles, California.

September 11th, 1907.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," Ferd Tetzlaff of Chatsworth, in the County of Los Angeles, State of California, has this day filed in this office his sworn statement No. —, for the purchase of the Lot 1, of Section No. 28, in Township No. 2, N. of Range No. 17 W., S.B.M., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Los Angeles, California, on Thursday the 5th day of December, 1907.

He names as witnesses: August Schweikhard, Ramon Miranda, Swan Paulson, and F. A. Graves, all of Chatsworth, Cal.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 5th day of December, 1907.

FRANK C. PRESCOTT, Register.  
Sept. 28-10t.—Date of first publication Sept. 28-07.

subject in its entirety should be referred to President Roosevelt. Then if it has been demonstrated in that quarter, that the accused should be returned across the border, no one fair minded, certainly not the "Graphic," will have the slightest criticism.

### Political Ignorance.

Again to prove the remarkable ignorance of certain alleged political writers, employed upon the local press—I desire to say, in reference to the story in an evening paper, that "Eddie" Morris, is not the principal lieutenant of "Tom" McCaffery of the Southern Pacific, as was stated. In addition, Morris, has been the confidential City Hall employe of the Edison Electric Company, at a regular salary for several months. His appointment carried with it a certain bargain in municipal legislation, that would make a most interesting story, were the facts ever to see the light of day. Here is a tip of which some should take advantage, and that at once.

### Storm Brewing.

I am expecting something of a storm when the next legislature meets, and President Benjamin Ide Wheeler, of the State University asks for favors. In the event that the Republican state machine is worsted in the election next year, President Wheeler of course will not be in danger. If on the other hand, Walter F. Parker and his merry men are again at the helm, look out for the liveliest skirmishing ever witnessed hereabouts. For Benjamin Ide Wheeler is something of a fighter, I am advised, and when appropriations for maintenance and for other University purposes come up, there is pretty certain to be nothing doing, at least until such time as Mr. Wheeler shall have explained why he had the hardihood to interfere in the postmastership of Berkeley. Knowing the head of the University as I do, I shall not be surprised if he decides that the game is not worth the candle, and his resignation at the proper time, will not surprise me.

### Heney, Senator.

Francis J. Heney is seeking, not the governorship of California, but a senatorial toga, if a report from Portland, Ore., is to be believed. If this be true, then the Lincoln-Roosevelt League will be in next year's presidential campaign with considerable noise, to say the least. Down in Los Angeles, we shall elect at that time, one aspirant in every assembly district, with two vacancies to be filled in the upper house. The four-year terms of Henry E. Carter, and of Howard A. Broughton of Pomona, will have expired. The senatorial holdovers here will be Savage of San Pedro, McCartney of Los Angeles, and Bell of Pasadena. Carter is to be an aspirant for reelection, and in the Pomona district, Assemblyman Thompson of Alhambra will seek the seat.

### Thompson.

As for Thompson it is certain that Los Angeles county never possessed the services of a better legislator, or one more conscientious or honest. Although elected in a district where the machine never has been strong, and owing Walter F. Parker no sort of allegiance, Assemblyman Thompson never has failed to get on with the boss, and that

not at the expense of anything like his self respect. That fact may injure Thompson with the Lincoln-Roosevelt following, many of whose leaders cannot realize Thompson's usefulness to his people because of his friendliness toward the machine. It will be a public calamity if Assemblyman Thompson is not promoted, and Los Angeles County will be fortunate in the continued public service of such a legislator.

### Heney's Aspirations.

Returning however to the alleged senatorial aspirations of Francis J. Heney, I doubt if the published story is correct. Heney would like to be Governor of California, so that he may have a smash or two at the machine now manipulated by W. F. Herrin. While in Los Angeles during the past summer he permitted his aspirations to become public property in certain quarters, and that he has changed his mind, probably is not true. When he was here, Heney said that the height of his political ambition is Sacramento, where he would expend all the energy at his command in the enactment of legislation that would put professional lobbyists out of business, as far as the State Capital is concerned. Such a law is in force both in Missouri and in Wisconsin. And Heney professes to be convinced that a similar Statute, will put Jere T. Burke and Walter F. Parker out of business, more decisively than any other single agency.

### Short a Factor.

Writing of George C. Perkins' successor, indications at this time point to Frank H. Short of Fresno, becoming a serious factor in that contest. Many years ago, Frank Short, was not of the Republican machine. At that time he had been retained by certain clients to force the State Board of Railroad Commissioners to do its duty in matters of freight and passenger rates from here through San Joaquin Valley. Unless I am

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in error, Short won his case, and since then he has not been against the Southern Pacific in serious litigations. For a long time, he has expressed an ambition in the direction of the National Capital as senator, and it would not surprise me, if in the event that George C. Perkins is not able to land, that the regular organizations gets behind Short. His election would witness the spectacle of an aspirant for the State Senate, unable to carry his district, promoted to the United States Senatorship. Last year Frank Short was defeated while a candidate for the upper house of the State Legislature.

#### Buck.

Morris Buck, murderer, whose crime dates back nearly two years ago, is still living, although sentenced to hang soon after his offense had startled the community. Most of us are proud of the institutions of our country, yet it must be conceded by all that in capital cases we certainly give to the culprit all the chance possible to escape the consequences of his deed. Unless reprieved by executive clemency, Buck should be swung off within a short time.

#### Gerrymanders.

While President Roosevelt is being asked to veto the late election result in the new State of Oklahoma, because of the alleged unfair gerrymanders of the Democracy there, some one might call the President's attention to the similar conditions existing in California. In this state, the situation is much worse than anywhere else, Oklahoma not excepted. Were such really remarkable gerrymanders as exist here to be tried in any other state, there would be civil war.

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Especially is this true in Los Angeles county, and in fact every district in Southern California. As a result there have been no anti-Republicans elected south of Tehachapi since the gerrymander became effective. Prior to that time, there was at least one democratic assembly district in Los Angeles. That was part of the Eighth ward. Since then the Eighth has been attached to the Soldier's Home district, and you know what that means—a Republican majority of anywhere between twelve and twenty-five hundred. Up around San Francisco the gerrymanders are even more startling. Congressional districts that at times elect a Democrat there, always return Republican aspirants to the legislature, thanks to the manipulation of Walter F. Parker and his political Wine of Wizardry, that flows so freely, at least every two years. There is just enough of sporting blood in me, for me to see this remarkable condition changed. Nothing goes for political serfdom quite as much, as a lead pipe cinch, and that is what the Southern Pacific political bureau appears to have in the matter of a regular biennial Republican Legislature.

#### Bunkers.

Harry Bunkers has applied for a pardon, and while only a few persons will recall Bunkers, yet it is less than four years since his name was in the mouths of every newspaper reader in California. Bunkers was the original grafting "kid" in California state politics, original in the fact that he was the first to be sent to the penitentiary convicted of the crime. Bunkers' case always appealed to me, for the reason that his stupid cupidity and general lack of anything like moral stamina, was known long before he was elected to represent a San Francisco district in the state senate. He was an original product of the San Francisco labor-union political oligarchy, who after he had served the first half of his four year term, was admitted into full fellowship in the Republican legislative caucus. Two years after his admission, the same caucus, as far as its machine control was concerned, declined to admit within its sacred precincts Senator C. W. Bell of Pasadena. But to return to Bunkers. He has been made, what along Spring Street is known as "The Fall Guy," in an episode that for brutality and sheer political vileness seldom has been equaled even in California. Along with three senatorial associates, Bunkers was accused of blackmailing certain building and loan associations. There never was the slightest doubt of the guilt of all those who were tried for the offense, yet one of them, the worst in the quartette was acquitted. Another is an outlaw, and a third, while convicted more than two years ago, and sentenced to join Bunkers in San Quentin, has ever since his trial been an inmate of the county jail up in Sacramento. That is why I always have been sorry, not so much for stupid, thick-headed Harry Bunkers, as for a bit of a wife, not more than twenty, and a bit of a child, whom he left when he went to prison, and of whose fate I have no knowledge. It may sound maudlin, but I hope that Harry Bunkers will be returned to the fleshpots of his beloved "Frisco," there to again rise to that political power that appears to be the ambition of all who were born and reared in the section once referred to as "south of the slot."

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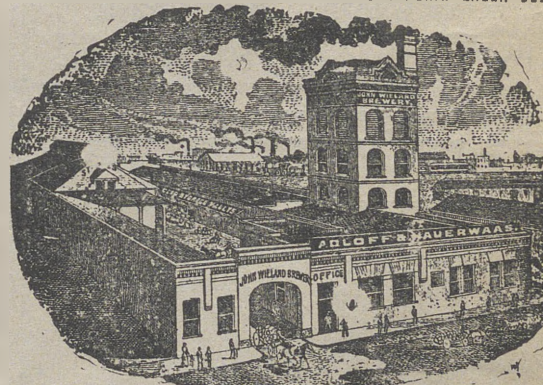
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Take Pacific Electric coast line direct to Bay City; or go to Long Beach and get free tickets for the ocean ride at 103 East Ocean avenue; or go to Alamitos and take free ferry for Bay City.

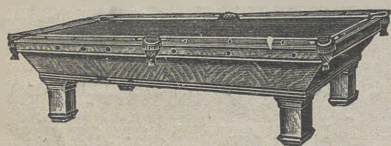
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## Harris & Frank's Growth

Herman W. Frank, H. L. Harris and M. C. Adler have achieved the ambition of their lives in bringing to reality the finest and most complete outfitting establishment in California. Harris & Frank are now at 437-443 South Spring Street, a block south of their old place of business. In making this removal, they have added footwear for men and boys to their other departments. All of the shoes in this department bear the well-known "H. F." brand. Manufactured for this company especially, users of the "H. F." footwear will know that this mark carries with it a guarantee of quality.

More than fifty years ago, Harris & Frank went into business in Los Angeles. Their first store was located on Aliso Street. Their North Spring Street establishment was for years in the heart of the shopping district. Then they established a branch at 337 South Spring Street, which, with the growth of business toward the south, eventually became their principal place of business. Fourteen years ago they bought the land on which their business home now is located, paying \$600 a foot for eighty feet—it is now worth close to \$6000 a foot, showing that in moving south, Harris & Frank have but followed their policy to be "in the center of things."

So much for the history of the house, except to say in passing that it has been the unvarying policy to represent goods exactly as they are. It is axiomatic among the thousands of customers of Harris & Frank all over Southern California and Arizona, that what they say is a guarantee. Harris & Frank have this reputation, and it has been made only by many years of adherence to this policy.

About a year ago, while the Niles Pease Furniture Company still occupied the building at 437-443 South Spring Street under an old lease, Messrs. Harris & Frank began preparations for remodeling and enlarging the place. As soon as the furniture company was out, the entire front of the building was rebuilt. Great windows replaced brick and mortar. Floors were relaid and a modern fire extinguishing apparatus was installed. Then the decorators and the fixture men were called in to execute the designs drawn. After months of work, the store is now thrown open and thousands of people have called to admire its beauty.

It must be understood first that four entire floors and a basement, each 80 by 155 feet are devoted to the outfitting stock—for Harris & Frank are outfitters in the largest sense of the term.

The main floor is finished in mahogany and brass. Four wide aisles give the effect of roominess to the store. This floor is devoted to the stock of footwear, to men's furnishing goods, and to men's suits in mixed colors. There are ample offices in the rear and on a mezzanine floor.

One of the most striking features of the store is found on the second floor. Along one side of this for a distance of seventy-five feet is a department given over to children's hats. Not in Rogers Peet & Company's big establishment in New York can this department be duplicated. There is an endless variety of children's and youth's cloth-

ing on this floor; and in one section can be found a line of misses' tailor-made suits that cannot be found elsewhere in Los Angeles.

On the third floor, which is finished in oak, are to be found trunks and handbags, uniform suits, overcoats, men's evening wear, automobile clothing and men's trousers. The tailor shop for alterations is located in the rear of this floor where in a well-lighted and commodious room ten or twelve tailors are constantly employed.

The top floor is entirely devoted to reserve stock.

Every part of the establishment has easy communication by means of two big passenger elevators. The freight elevator is in the rear, and all goods are received and delivered through the alley.

It is indeed a thoroughly well planned and well equipped establishment, and one in which visitors are welcome. And when they are there, it is just as well to remember that the brand "H. F." is an absolute guarantee of every garment and piece of goods to which it is affixed.

The following registered at Hotel Del Monte from Los Angeles during the past week: Mr. and Mrs. H. Laveaga, Mrs. M. R. Crooks, Miss Barnetta Norton, Mrs. Cosmo Morgan, W. C. Schroeder, Mrs. John H. Norton, Miss Amy Marie Norton, Mr. and Mrs. T. L. Ely, Mr. and Mrs. T. Durand, Mrs. R. A. Stanforth. From Santa Barbara: Mrs. John Edwards, Miss A. Edwards, Miss E. J. Morgan. From Coronado: Mr. and Mrs. Paul H. Schmidt. From San Diego: Mr. and Mrs. Wm. H. Carlson and son.



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## Lucille's Letter

My Dear Harriet:—

It will be necessary for you to be more than usually careful over your menus; extra good things for "Mr. Man Thing" this week, please. Thus you will make a cozy corner in his heart. For "Terrill"—the sisters—of Parisian fame and fashionable doings, have returned and their opening days are Monday, Tuesday and Wednesday of next week. 'Nuff said. Just feed Mr. Man well and give him plenty of comforts. You know the way to work the cheque book.

While it is still summer up aloft, all of the big stores are talking about fall and cold weather offerings. The Boston Store is going to be a real rendezvous this week. Thursday, Friday and Saturday are show days, or openings, and truly the Boston has some wonderful novelties this season. Dainty little Mrs. Worth, the head milliner and boss of her department, has returned from Paris, loaded down with the latest and most novel of vagaries in the form of hats—mushrooms big and mushrooms little, inflated and puffed up, or small and bitten into, but all loaded with plumes and feathers or circled with exquisite lifelike flowers and foliage. The leading colors of the season, King's blue, Atlantic blue and Emerson are to be found at the Boston in many wonderful forms. The latter is a lovely new shade and is certain to be very "classée" and "chie" this year. I saw a stunning lilac velvet Litchenstein hat there, picturesquely draped with plumes, that charmed me; also

a "Toupe" hat of weird purplish gray, which is the latest fad in Paris and is very much in evidence in this fall's millinery. Some of the big beauty feather hats I saw in the Boston Store looked grand enough to withstand the coloring made (they say) of Elephant's Breath. Osborn of Paris is responsible for a charming study of a hat on show there made in black velvet and bravely trimmed with pink sash ribbons in bows and offset with soft silken peonies of the same shade. Small hats in colonial shape are going to be almost as recherche as the slap dash big ones that are correct when put on the back of the head with a pitchfork and held with a baseball bat or a couple of young footballs. Pins are a serious consideration now, my dear, and cause the necessity for a goodly allowance of the old style "pin money." For ideas of style and lofty grandeur, go and see the fall millinery at the Boston Store.

Blackstone's beautiful establishment, which always strikes me as being run by clockwork, I found "going some" on suits. The coming season is going to show a great deal of braiding on the correctest style of garments and Blackstone's have some charming pieces in this effect. A deep lavender suit of broadcloth was most effective in this regard. Hand braided and embroidered with silk knots, it comes in the three-quarter length, shaped to the waist line with jaunty Persian waistcoat effect. Another smart novelty I saw is a brown suit, with very heavy, rugged braiding all over the coat, and with just a nice little "soupeon" of gold lace at the sleeves and vest. Of course the smart and expensive suits captivated me most, but for ordinary-priced people, I saw also at Blackstones some charming two piece suits, all the way from \$22.50 to \$175. These latest fashions are to be found on the third floor of our good old friend's establishment on South Broadway.

The Ville de Paris this week is busy showing to us all the latest forms of delightful and expensive madness in dress trimmings. "The goods is easy" as I overheard a not very French lady say as she was shown some of these novelties. "It's them trimmings as counts," she went on. But if you want to be correct you must buy "flet"—not of beef, my child, but of a golden copper or silver braiding affair, ready to applique where it will do the most good. A great quantity of bullion is to be carried around on the gowns this season, and the Ville de Paris certainly takes the "frosted bun" for gorgeous effects. Pastel shades in finest rosebud effects blend with this silver and gold and form delightfully French effects for the adornment of "Milady's" wardrobe. The Ville has about the largest display of these fancy trimmings in the city and at all kinds of varied prices. A bunch of grapes at the Ville costs more than at the green grocer's, but then see how they will keep from spoiling. These flowers and fruits are beautiful souvenirs from gay Patee.

Now, my child, au revoir until the opening and good luck to you.

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**NOTICE FOR PUBLICATION.**

**DEPARTMENT OF THE INTERIOR,**

Land Office at Los Angeles, Cal., Sept. 21, 1907.

Notice is hereby given that Edward A. Mellus of Santa Monica Mountain, Cal., has filed notice of his intention to make final commutation proof in support of his claim, viz.: Homestead entry No. 11,079, made for the N.E.¼ section 29, Township 1 S, Range 18 W., S.B.M., and that said proof will be made before Register and Receiver at Los Angeles, Cal., on November 18, 1907.

He names the following witnesses to prove his continuous residence upon and cultivation of the land, viz:

J. J. Mellus of Los Angeles, Cal.; W. D. Newell of Carrell Canyon, Cal.; Joe Hunter of Los Vergines Ranch, Cal.; S. T. Alexander of San Fernando, Cal.  
FRANK C. PRESCOTT,  
Register.

Sept 28-5t. Date of first publication Sept 28-1907.

## In the Open Air

BEING ABOUT SPORTS, PRINCIPALLY AMATEUR—BY JACK DENSHAM

By the time this is in print the clay pigeon shoot will be well under way. I hope for the sake of everybody concerned that the affair will be a grand success. That the attendance will be very large I cannot think, as the mediocre shot can hardly afford the time or the money. Shooting little pieces of clay does not sound like a very expensive matter, but when you figure the cost of the shell and the pigeon, and multiply it by 150 or 200, and then consider sweepstake entries and incidental expenses, you will see that the middling shot is putting up for his fun pretty well. In spite of this there should be a fair attendance. The old stand bys who represent different makes of guns and powder, we have always with us. The better amateur shots are enthusiastic enough to go anywhere for the chance of a little fun, and many of the lesser lights will go in the hopes that they have improved sufficiently to make a showing. The old club has shown a very fair and sportsmanlike behavior in the matter; let us hope that everything will be lovely and the newer organization reciprocate.

We had a football rally at the Polytechnic on Wednesday, and it was very good to get back with the youngsters and feel like a real kid again instead of only an imitation. Mr. Francis, the principal, said something in the course of his speech which struck me very forcibly. "When the Polytechnic High School was first built," he said, "we were laughed at and told that we had a white elephant. Last year we had a Rugby team, and this year we are going to play the game exclusively. They are saying that Rugby will not stay. I feel as confident of the success of the game as I did of the future of the school. The High School is still playing the old game, but there is little doubt that she will come to Rugby before very long. At present we cannot play our sister school, but when we do we shall have the advantage of being old hands at the game. We have not adopted Rugby because it is an English game. It has always been the proud boast of this country that Americans could import from England, France, Germany or any other European country and do better than any other nation in the world. Rugby has been adopted here by the universities and many of the high schools because it is typically a sportsman's game. It is more open, faster and gives fewer chances for injury than the old game."

This is all true, and after some of the people who are rabidly against Rugby now have seen a few games under the open rule, they will be obliged to confess that it is, at least, a very pretty game to watch.

I was very pleasantly surprised last Tuesday at the number of men who turned up at the Rugby football club meeting. There was plenty of enthusiasm, too. I had been rather discouraged, it seemed so hard to get the fellows together, but that is all over now. We have some of the best local intercollegiate players who have taken to the new game because they can enjoy the sport of playing without the risk of being incapacitated from their business. These few will do more to boost than all the newspaper write ups in the world. Enthusiasm was so much in evidence that when the subject of playing Stanford with less than two weeks' practice was broached, and I stated very strongly that we had insufficient time, I was shouted down. At this moment I am waiting to hear what Stanford says about coming down here next week. I am as anxious as anybody for an affirmative answer. Nearly all of the team have played the game before, and we are all more or less in condition; with one week of hard work there is no reason why we should not put up a good game against the university. The northerners will probably be heavier in the forward line, and their backs may have better team work, but even a scratch team of old players invariably has a better scoring capacity than one composed of men who are new to the game.

The original proposition made by Stanford was that they would come down here and play us October 5 if we would guarantee their expenses. In return they would guarantee our expenses for a northern trip later in the month. We are in no position at present to guarantee any expenses, as it is not likely that the game would draw a very

large gate, and we are all working for a living. Then it was suggested to tell Stanford that if they would come down and pay their own expenses they could take the entire gate, less Walter Hempel's commission for the use of the grounds. I believe that Lanagan is anxious to get his men away from home for a trip, and some practice, and this being the case, he will probably consent. If he does, and you come to Fiesta Park to see the game, I can assure you that you will see something very different from the compromise played in the Pomona-Varsity games. There will be no meaningless succession of scrums, the second the ball is held it will be put on the ground and set into play immediately without waiting for the forwards to come round and form a scrum. The consequence of this will be that the ball will be always in sight, and the game will move much faster.

Walter Folsom sailed his boat in the race last Sunday, after all. It was the proper and sportsmanlike thing to do, even if he was handicapped by a scratch crew. As far as I could see, the only regular member of his crew was Oscar Freytag. Billy Birk was there, but he has not sailed for some time, but he is a tower of strength on the fall of the jib sheets at all times. It is very comforting when the order comes to buckle down the jib-sheets in a heavy blow to have a mountainous mass of muscle hauling the rope down for you. But Walter's defeat was not due to his crew. The comparatively light breeze and smooth water made conditions ideal for the Columbine. She carried all her canvas with comfort, and her enormous overhang skimmed along over the slight chop without as much as a quiver. She beat the Mischief by just about the time that she will have to allow the latter next year under the universal measurement rules.

I don't know what is the matter with the Yankee. The first time we went out under a single reef and the small jib, we had just about the same amount of ballast in her, and in the same place. She surprised everybody by the way she went to windward, outpointing and outfooting all the other boats, except in very light airs. Last Sunday she seemed sulky, and with every little puff would list over nearly to the house, and wallow. In the smoother water inside the breakwater she did better, but even at that the little Venus covered the course in less time. The Detroit showed her old form, and made up her time allowance to the Columbine. I should like to see a match race between the Columbine and Detroit under time-allowance conditions. Here is a crew I would suggest for the Detroit: Dandy, Oscar Freytag, Bob Fulton, Joe Pugh, Herman Behrens and myself. How's that, Cap'n Dodge?

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# On the Stage and Off

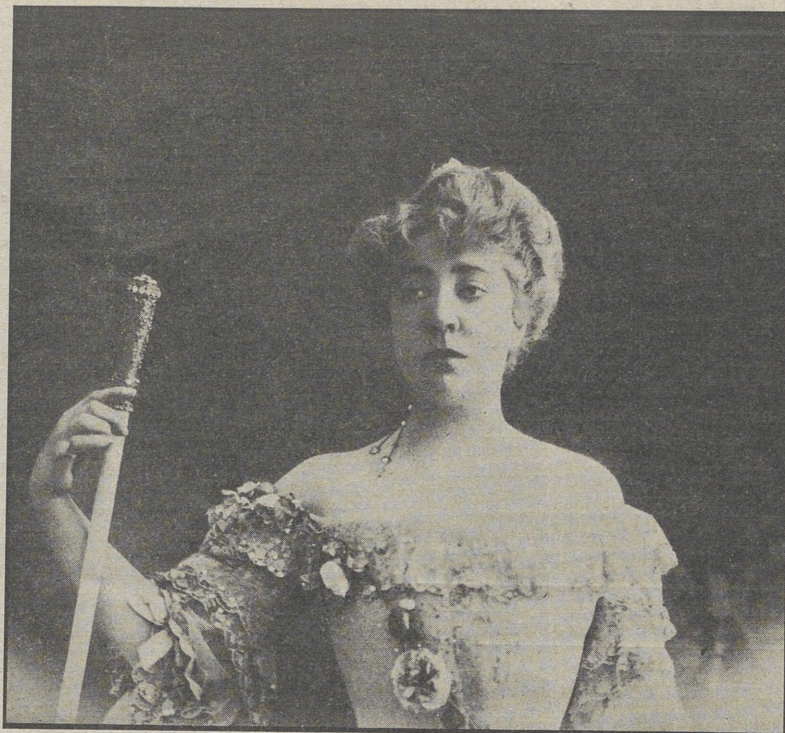
By GEORGE A. DOBINSON.

The search for the great American play is likely to continue unabated, even after the advent of "The Man of the Hour," which is an ambitious bid in that direction. The new play, first produced at Albany, N. Y., less than a year ago, was written by George H. Broadhurst, author of many dramas, to exploit the ancient weakness of human nature known under the modern name of "graft."

It deals with municipal government, with its opportunities for corruption, and shows how millions may be, and are, stolen from the public by professional politicians, and how every profession and every employment is more or less tainted with the feverish desire to acquire wealth at the glad sacrifice of moral principle.

"The Man of the Hour" has been much praised as a play, to the extent of styling it "a lesson" of the day. The so-called lesson appears to consist in an exploitation of the methods employed by up-to-date jugglers in municipal and general corporation matters, and in showing how gigantic steals are accomplished and the way in which hangers-on manage to get their portion of the grab. In fact, it inculcates the lesson that to be honest is to be poor; that riches alone will make a man respected, and that the easiest way to acquire riches is to become a grafter.

Stripping the play of all its tawdry theatricalism, its false sentiment and its crude methods of construction, its underlying motive is laid bare in the language used by the arch plotter in the last act: "There'll be a lot of talk and committees appointed, and investigations, but I don't notice many rich men going to jail." Coupling this with his previous dictum, "If you've got the money, people won't ask you where you got it, but have you got it?" the real "lesson" of the play will be absorbed eagerly by the anxious throng which is always seeking every available means to get rich by any means within its control. Whether or not the author intended to teach a lesson of moral rectitude, it is certain that his play will have the effect of increasing and cultivating the modern tendency to the very thing he exposes so broadly and so completely. The young mayor who resists temptation in the play is already rich, and while he is willing to sacrifice his friends and their fortunes for "the right," he himself is not hurt by the failure of the franchise ordinance to pass. True, he is advised by his white-haired mother to "do right," but practically those who do wrong are, apparently, only punished by the loss of what they might have made if their schemes had been successful. So far as example is concerned, there is nothing in Mr. Broadhurst's play that is strong enough to be reckoned as a deterrent to crime. Supposing an individual inclined to use his opportunities to make illicit gain, Mr. Broadhurst shows him that the chances are a thousand to one in his favor, and that if he should fail in a single instance, he can use his wealth to cover up his want of success. Also that crime in itself is not so disgraceful as it is to be found out.



OLGA NETHERSOLE AT THE MASON

So much for the alleged "lesson" of "The Man of the Hour." The company presenting the play at the Mason Opera House this week is one of three said to be now touring in the piece. Mr. Frederick Perry, the leading man, is the only representative of the original cast now here. Mr. Perry appears as a pleasant gentleman with a weak facial angle, and does not impress one as having any of the elements that would make him the man of the hour under any circumstances. His best bit is the signing of the veto at the close of the second act; and it may be remarked that this climax is also the only real climax of the play. The third act is distinctly weak and sloppy, while the fourth and concluding act is spoiled by the mistake of playing it in a double set, a two-ringed circus, so to speak.

The dominating part of the ward boss Horgan was formerly played by Frank McVickers, so well known and highly esteemed as an actor in this city, and he played it up to the time of his most unfortunate death, making it, so it is said, one of the best things he ever did. The present representative, Mr. Hendriks, overplays it, showing only one side of the character, making the man simply a ward bully instead of a ward politician. Mr. Haney, as the smooth Irish alderman with his broad smile, genial face, and hearty accent, won the most favor. Frank Sheridan as the capitalist, Wainwright, deserves more praise than he has received for a very quiet, consistent and artistic portrayal of a repulsive character. Mr. R. D. Cain as the son of a ruined father, and seeking his revenge, made the most of his one opportunity, and made a strong impression with his declamatory speech in the fourth act. The juvenile man, Mr. Butterfield, is natural and clever in his methods, and Ethel Brandon as the distressed mother, suffered gracefully in the theatrical scene in which she learns of her dead husband's guilt. The remainder of the company say and do

the strange things given to them as well as may be expected under the circumstances.

The play is cleverly contrived to catch the applause of the unthinking masses, but even at that it is too long. The one-armed veteran, and other impertinent incidents, should be excised to allow the characters a chance to deliver their lines at a little less than the railroad speed they now employ.

"The Man From Mexico" is the man of the hour at the Belasco theater this week, in the person of Mr. Stone, with much assistance from Richard Vivian in a dialect role which he manages with very funny results. Nearly all the chief favorites of the company are in the cast, and the piece goes merrily to the great satisfaction of the audience.

The Burbank Stock Company in a costume play is a joy to the eye this week. Mr. Desmond in his gorgeous Hungarian hussar uniform is alone worth going to see. He might improve his appearance, though, if he would wear his loose jacket on his left shoulder instead of on his sword arm, as at present. Blanche Hall wears royal garments of different design and rich material, and she wears them very gracefully, when she stands still. Mr. Beasley, awfully stiff, and very hard and unyielding, is yet a striking figure as the wicked prime minister. Mr. Mestayer in an elaborate, but unsuccessful, make-up, poses conventionally in a part that gives him but little opportunity for acting; while the charming Miss Gilbert, as a good-hearted but naughty countess, kisses the married men, and calls herself a paradox.

Robert Louis Stevenson's story of "Prince Otto" may be very good reading, but its dramatization in five acts by Otis Skinner is not built in the manner calculated to please the fastidious in such matters. It is overlaid with material, and calls for the use of the pruning knife. There is a scene at the opening of the play in which Elsie Esmond, with Messrs. Ginn and Stockbridge, in peas-

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Matinees Daily Except Monday

ant costume, make a pretty picture Miss Esmond as a stage peasant adheres to the traditions, but she has so much natural charm that she is easily able to overcome that drawback. "Prince Otto" is drawing crowded houses.

The visit, all too short, of Louis James at the Mason Opera House last week, was made memorable by his production of "The Comedy of Errors," a play but rarely seen. It is the work of Shakespeare's early years, he was about twenty-six when it came out, and it bears all the marks of immature genius. The plot is humorous, but trifling, and the many rhymed verses offer great difficulties to the actor. Mr. James is fortunate in having so experienced a man and so capable a director as Frederick Paulding now in his company. Mr. Paulding played Romeo for six years to Margaret Mather's Juliet, and was last seen here fourteen years ago. He now plays Mr. Ford in "The Merry Wives of Windsor," and Antipholus of Syracuse in "The Comedy of Errors" and both performances show an abundant evidence of his ability as a stage manager, the improvement in the performance of the first named piece being remarkable. Mr. James is now convinced that he was not wise in dispensing with the services of a stage manager on his late tour. The chief attraction, of course, is the assumption of the two dromios by the one actor, and the doubling done by Mr. James has been highly and injudiciously praised. The experiment, while perhaps it was worth attempting, really proves that no matter how skilled the actor may be, and perhaps all the more because of his skill, he is really playing against himself in attempting a task like that undertaken by Mr. James. Every one admits the ability of Mr. James, and it is no derogation to it to say that his playing of the two Dromios is simply a tour de force, and cannot be regarded as an artistic success. Probably no one could succeed in the effort better than he, but the conditions deny to the actor the thorough identification of himself with two opposing roles in the same play. He has to be satisfied with the success of the vaudeville impersonator, which is a long way from the ideals of the Shakespearean actor and student.

Mrs. James shows a marked advance in

her art with each succeeding visit, and her Adriana, with its exhibitions of tempestuous temper and alternate sweetness is one of the best things she has ever done. The company now that it has a capable director, shows to fine advantage. "The Comedy of Errors" was especially well received, as many as fourteen curtain calls being made on one of the situations.

\* \* \*

George Barnum received a very enticing offer from Dick Ferris to go back with him for the Auditorium season in Los Angeles, but had just signed for a year's season in New York. Mr. Barnum played "St. Peter" at the Larchmont Yacht Club's revels recently. The play was called "The Gates Ajar."—Dramatic Review.

**Crusty Tips to Theatre Goers.**

**Grand**—At the Grand next week the Ulrich Stock Company will present Hal Reid's new play, "A Millionaire's Revenge." Harry Thaw, Stanford White and Evelyn Nesbit under thinly disguised names will re-enact the tragedy of Madison Square Roof Garden, with the sensational events that preceded and followed it. "The Pie Girl Dinner" will be the opening scene of the play. The long contest between the architect and his millionaire rival for the hand of Evelyn Nesbit, the tragic meeting in the roof garden, the arrest and the trial are all graphically portrayed. The faithful love of the mother and the devoted affection of the wife are the features of the play. Harold Daw, Stanford Black and Evelyn Daw are the names given the principals of "A Millionaire's Revenge." The play will run for the week commencing Sunday matinee, September 29.

**Orpheum**—Joseph Harte's Electric Crickets, a singing and dancing act, with Katherine Bunn, soprano, and N. W. Cripps, tenor, heads the Orpheum aggregation for the week of September 30. The "Crickets" are nine of the prettiest girls who ever appeared on the stage. Mr. and Mrs. Jommy Barry are well-known favorites of both the vaudeville and legitimate stage. Their appearance here with their company in the rural sketch, "Hensfoot Corners" cannot fail to please the Orpheum patrons. Paul Barnes is well known as a monologist. Inez Macauley is one of the beauties of the stage. Her offering this season is "the Unexpected," by Edmund Day. The clever author has fitted the clever actress with a playlet that suits her admirably. Houdini has been secured for a third week. He will give a series of new and distinct sensations, changing each night during the week. Guyer and Crispi, the Mueller Brothers, and the Christie Duo of famous Anglo-Russian Dancers, complete the program.

**Mason**—Nethersole! What more need be said? On Monday and Friday evenings and Saturday matinee, "The Awakening." Tuesday and Saturday evenings, and Wednesday matinee, "Sapho." Wednesday evening, "The Labyrinth." Thursday evening, "Carmen."

**Burbank**—The company will be thoroughly at home in "All the Comforts of Home," which is cast for next week.

**Belasco**—"The Only Way" is one of the company's best successes. It will be on next week.



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First appearance of William Blaisdell the  
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Evening prices—25c., 50c., 75c., \$1.00  
Matinees—25c., 50c., 75c.

Los Angeles—Commencing with the performance this Sunday night, the San Francisco Opera Company will offer, what the management considers, its piece de resistance, giving for the ensuing week Ludwig Englander and Harry B. Smiths' frothy music comedy "The Strollers." The San Francisco Opera Company will be in much better shape than heretofore on Sunday night, as in the past the company sadly required the services of a first-class comedian. William Blaisdell, probably one of the best known fun makers on the comic opera stage will fill the place left vacant in the company by reason of Teddy Webb's going with John Cort's comic opera, "The Alaskan." Of equal importance to theatergoers is the return to the company of Aida Hemmi, the brilliant prima donna.

Frank B. Long Piano. Unequaled in tone.

# BELASCO THEATER

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## "THE MAN FROM MEXICO"

Next week commencing Monday

The Famous Romantic Drama

## "THE ONLY WAY"

Regular Belasco prices prevail. Every night 25c to 75c. Matinees Thursday and Saturday, 25c to 75c.

## In the Musical World

The second autumnal season of opera at The Auditorium "Theater Beautiful," will commence on Wednesday evening, October 9th, with a magnificent revival of Verdi's spectacular "Aida," featuring a competent company, complete orchestra, and several of the most distinguished celebrities of the Italian stage. The operatic organization is known as The Milan Grand Opera Company and was formed in Italy this summer especially for San Francisco and Los Angeles seasons, by the well-known impresarios Lambardi and Patrizi. The company has already been proclaimed, by the leading reviewers of San Francisco, the best Italian singing aggregation which had ever come to the coast.

The principal director, Agide Jacchia, is a pupil of Mascagni, and has already won an enviable place among Italian conductors. He held the baton at a great Roman music festival recently, and was declared by a number of eminent critics the foremost representative of the younger school.

In the lyric soprano, Mme. Adelina Padovani, San Francisco critics have found a technical peer of Melba—indeed, greater than Melba in astonishing artistic powers. Mme. Padovani's singing abilities have exhausted all their vocabularies. The dramatic tenor, Signor Chev. Signorini, has alike charmed them. Giuseppe Pimozzoni has hailed as a baritone the equal of any living in gorgeous vocal quality, and comparable only to Giuseppe Campanari as an intelligent actor. Ester Ferrabini, the beautiful young dramatic soprano, is a close rival to Gonzales, the Spanish dramatic celebrity who heads the company with Padovani. Alessandro Arcangeli, has been called the greatest Scarpia who ever appeared in America. Wulman, the celebrated basso "Borrowed" from La Scala Theater, Milan, Italy, is another Eduard De Reske, not only in power of voice, but in absolute physical size and histrionic impressiveness. Lini Bertizzi is an ideal "Mimi" in "La Boheme." Angelo Parola is a lyric tenor very like Attilio Salvaneschi, who charmed local audiences last year, though he surpasses him in voice.

As a novelty, Mascagni's exquisitely beautiful but seldom heard opera "Iris" will be

presented with an all-star cast.

Popular prices will prevail, the season seat sale is now on, the single seat sale opens Thursday October 3. 9 a.m., at the Auditorium Box Office.

Mr. Ernest Douglas, the organist at St. Paul's Pro-Cathedral, assisted by Mr. William Edson Strowbridge, pianist, will give a series of recitals this season, the first of which is set for next Wednesday evening, at 8:30 o'clock. Master Carroll Bunker, the boy soprano, will assist at this concert, the program of which follows:

(a) Prelude in E flat minor, (b) Fugue in C major; Bach.

Prelude, Fugue and Variations, Op. 18; Cesar Franck.

"Let the Bright Seraphim" (Samson); Handel—Master Carroll Bunker, Soprano.

(a) Allegro Cantabile, (b) Nocturne, (c) Humoresque, (d) March Nuptiale; Widor.

Finale from Suite for Organ and Orchestra in E minor; Douglas.

About a fortnight ago, there appeared in the "Graphic" extracts from a personal letter from Mr. William H. Lott to the manager of this paper, giving an outline of the musical treats which the Lotts have been enjoying abroad. Since then Mr. Lott has sent a personal letter to Mr. W. Francis Gates, written from Munich, September 1. Mr. Lott went to Munich, August 25, to attend the Wagner Festival which began August 12, and closed September 14. In the course of his letter to Mr. Gates, Mr. Lott writes:

"Everywhere I have heard much fine music. At London the best was the London Symphony Orchestra in a Beethoven program, under Dr. Hans Richter, commemorating his fifty years' work in England, and the London Choral Society and Orchestra which gave Elgar's "Dream of Gerontius." This was a superb production of a great work. The opera also at Covent Garden was enjoyed, but next to the work I have heard here at Munich, the best opera was in the beautiful opera house at Vienna, where St. Saen's "Samson and Delila" was splendidly given, with very fine soloists, chorus and orchestra. Schmedes, the tenor, as Samson, was really great.

"The operas which I have heard here are

"Tristan and Isolde," "Das Rheingold," "Die Walkure," "Siegfried," three of those constituting "The Ring of the Nibelungen," and will hear the fourth of the Ring, "Gotterdammerung," tomorrow. I have been much impressed with these works. "Tristan and Isolde" I do not enthuse over, but "The Ring" so far has been up to and beyond my expectations. The Prinzregenten Theater, where the works are produced is a model theater; handsome, large and acoustically excellent, built similar to the Opera House at Bayreuth, concealed orchestra, etc. There is no disguising the fact, to see a few operas at this theater causes similar effort elsewhere to seem cheap.

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As you are aware, Wagner's demands are strenuous—orchestral, scenic and vocal. Passing the first two, the latter is stupendous, and has brought into existence a class of artists that the large majority of opera goers do not appreciate. All of the elements that go to make a great artist must be developed to the fullest limit, and what the master makes him do causes by comparison the ordinary artist to appear commonplace. It seems, and is, a great pity that the mass of aspirants for vocal honors cannot appreciate this.

"In 'Siegfried' two great climaxes of 'The Ring' are reached. One, the recovery of the ring from the giant—who has assumed the form of a dragon—by the hero Siegfried meeting and killing him with the magical sword, which the Victor himself had forged. The forge scene was marvelous. In it Kraus—of Berlin—the tenor, displayed heroic qualities of tone that contrasted remarkably with the tender, soft and sometimes almost whispered tones he used in expressing his great love for his mother whom he had never seen. The other climax was the meeting of the hero, Siegfried, and the Walkure, Brunhilde, on the mountain top. To appreciate this it is necessary to be fully acquainted with the story, or revised Wagnerian fable. They are, however, two pivotal characters of the Ring, and the development leads up to them, investing them with powerful significance.

"Fraulein Fassbender of Munich, was fully equal to the great task of portraying both vocally and dramatically the difficult character of the Walkure maiden, who had been, previous to her long sleep on the mountain, one of the Walkure warriors. On being awakened by Siegfried, who was in quest of her, the ideal or divine love she entertained for him was changed to human, passionate love by his intense wooing, prompted by his great love for her, which sprang into life when he first saw her sleeping. From this short description of the relating facts, and knowing the ability of the two artists, an imperfect realization of the power and beauty of the scene may be imagined. Here, and in other portions of 'Siegfried,' Wagner shows marvelous lyrical powers, and it taxes the practical listener to 'gather in' the vocal and instrumental ideas 'thrown at him' the same instant.

"I have profited greatly in the study and hearing, of these great works, so magnificently produced, but if I had gained nothing more, I have, at least, had my idea strengthened that music is the greatest of all the arts, and seemingly it has not reached its maturity and probably never will on this earth. Another singer in this opera I must mention is Mr. Whitely of Coln, who gave the role of the 'Wanderer'—the god, 'Wotan.' Of stately form, majestic bearing and noble bass voice possessing power and sweetness, his work was a revelation.

"A most commendable custom on the part of the audience was noticeable. There was no applause until the fall of the curtain, and then not until the orchestra ceased playing. The artists do not appear before the curtain. It is perhaps unnecessary to say that this most sensible practice leaves the audience with a better impression of the play, enabling them to secure a more artistic digestion of its effects. I hope you will remember me most kindly to the Gamut Club boys,



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The Californians' have been producing "The Geisha," at Portland and Zoe Barnett has struck the popular eye as Miss Molly Seamore. Of her the Oregonian's critic, Arthur A. Green, writes: "Zoe Barnett who has previously appeared with the chorus or in inconsequential parts is as

taking a sort of musical ingenue as the Broadway musical shows have to offer. She, or the management, has been hiding a light under a bushel. There is a personality which is to be depended upon to draw a theater full of people every time she is given a chance to telegraph her personality over the footlights. She possesses a voice that is in all respects equal to the requirements of

the musical ingenue and her charm of manner, grace and good looks take her the rest of the way. The region up around Forty-second street, New York, of which we hear so much is looking for such as she. I have heard some of the best of them sing the song about Punch and Judy but never more charmingly did they do it than this little Los Angeles choir singer."

## Among the Artists

By RENE T. DE QUELIN

The Art Journal for September contains a good article on the "Students' Arts and Crafts" by R. E. D. Sketchley. It is noted by its good standard of Arts and great variety of Crafts. Metal work of every description is represented. Fine wrought-iron work in the shape of a chancel screen, a chalice and paten of good design; a silver tray in open repoussé work; fire screen in steel and copper; metal cup and cover set with stones, and a well-designed and decorated beaker being shown by illustration. Mosaic is shown by a cartoon that would be suitable for a wall panel, but not for floor purposes as suggested. It is a figure subject called "Summer," showing a classical figure seated on a bench reaching in a very awkward manner with her right hand across to the back of her left shoulder to pick fruit, and the head is turned facing the left shoulder, the action being ungainly and as far as the anatomy of her arms are concerned, which show nude, they are gross and bulbous. In regard to the technique it shows if anything, a retrograde movement. It is primitive and crude. America in this respect has made tremendous strides, and one can safely say that even Italy, which has generally carried the palm for this art, has all she can do to hold her own in this branch now.

Its present glory in America was awakened by John La Farge, and at the present day brought to great perfection by the Tiffany Studios in New York. Take for example the wonderful panel designed by Frederick Wilson, called the "River of Life," which contained a succession of remarkable symbolical figures with many accessories that were carried out in glass mosaic. It is without doubt one of the grandest pieces of mosaic existing today. And we have splendid examples of mosaic in glass and marble scattered all over the United States, decorating important public buildings, which go to prove our statement against the example shown as a prize piece in the Art Journal, and yet our students will go at times to these very schools for instruction.

In the designs for engraved glass, they were especially good. A metal cup and cover set with stones was also very good. An illuminated manuscript on vellum was also good. Book-cover work showed them to be quite strong in this craft, as the designs were original and worthy, depicting excellent taste and good craftsmanship. In cabinet work, a mahogany chair was exceptionally good, fine proportions and good lines being given as well as an originality of design in the back that was very pleasing. In a modeled design for a piano front, which, for some known or unknown reason to the designer, were two pheasants and two squirrels, with a background of a grape vine. In the layout of this remarkable

piano panel, the early Italian movement had evidently influenced the artist, but in the detailed rendering Tudor Gothic was strongly expressed, especially in the vine leaves. Right underneath this panel was another by a different artist, of a carved wood panel for an overmantel frieze. In this panel we have a row of birds singing, that are facing the sun which is rising in the center and with this inscription underneath. "Awake! Strike the Lyre, let Nature Sing." In the lower panel there is a well-modeled figure of an angel striking the strings of a harp, and two lions crouched facing her on either side; a background of very conventional tree growth is shown, the trunks growing up perfectly perpendicular. It does not say if this overmantel is for a music room, but let us give them the benefit of the doubt and say it is. If the masters of three or four centuries ago could come back and see this work what would they say? The designs for jewelry shows good advancement; also for stained glass, though the writer is not in sympathy with the present movement in that craft, as it is a retrogression, and shows most conclusively why such men as Frank Brangwyn send their designs to America to be executed in glass. The work shown for embroidery and stenciled work on textiles were very good. On the whole it showed that the American art student is equal in some branches of the crafts, and very far superior in the majority of craftsmanship to the English. This is no doubt owing to the more vivacious spirit of the American who as a rule goes to Continental Europe for inspiration and ideals in art, France and Italy being the Meccas.

Anyone walking around the Angels Flight cannot but be impressed with the dire necessity of an Art Commission being appointed and set to work at once to prevent the city being ruined by the unsightly buildings both from the architectural and the color point of view. There are three large buildings which are atrocious in color. Each one has been recently painted on the exterior and all look as if they had been smeared over with the yolks of eggs, utterly ruining the surrounding aspect and decidedly obnoxious to any sensitive eye for color. The city is now of sufficient importance to agitate the organization of such a commission to be composed of architects of education and academical training. Let us hope that this will be taken up without delay.

Mrs. Vance Phillips, china artist of New York, sister of Mrs. Leta Horlocker, will open a studio in the Blanchard building. She will be joined a little later by Mrs. M. E. Perley of San Francisco. Both these ladies have gained considerable reputation

in their line of work, and they will no doubt both do much to keep up the good standard in Los Angeles.

### Colonial Architecture.

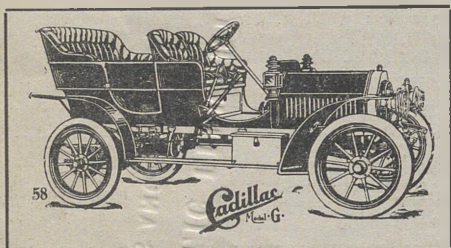
Much has been written and discussed about colonial architecture, interior decoration and furnishings, but of the many books on the market not one gives us the names of the men to whom we are responsible for much that we have of that delightful period. In some works we are informed that the Georgian Period, which was established about 1714 and continued to about 1820, covered the reigns of George I, II and III of England, and which style was borrowed from the Greek. Whilst this is all true, it would be more interesting to know what architects and designers instituted this refined and enjoyable style. But we must not forget the first English influence, namely the Puritans, who came over and instituted what is termed the "Down East" States in the year 1630, ten years after the Pilgrims landed. These people brought with them the influence of Inigo Jones, who was born in 1572, and died in 1653. This man was the great English revivalist of architecture from the Gothic into the classical, and this was the commencement of the renaissance of English architecture, which was also greatly influenced by the inroads made by the Dutch; in fact, so much so that both Edward VI and Elizabeth took steps to check it. This was also the commencement of the great tapestry manufactory at Mortlake, which was worked by Italian craftsmen, but controlled by Inigo Jones. So this was the great influence which was brought over both by the Pilgrims and the Puritans. What was the renaissance? It was the birth of a new style, away from the Gothic, of which the Greek formed the incentive or foundation to build it upon. Inigo Jones was one of the first English architects who went to Italy and studied the old Roman ruins, and the newer buildings erected by Michael Angelo, Raphael, Urbin, Julio Romano, and above all the great Palladio. In his younger days he was greatly influenced to study the art of design, and as he matured devoted himself to architecture and all that appertains to the interior. He was also the one to completely revolutionize stage settings, which heretofore had always been placed in the center of the stage, he making the first side scenes or settings, and invented and greatly developed the mechanical means of holding and working them. The banqueting hall at Whitehall, London, which stands just the same today, is by him. He designed hundreds of mantels, and we can see his influence today in the Eastern States from some of the old interiors that have been well preserved.

(This article to be continued next week.)

## Autos and Autoists

By JACK DENSHAM

Earl Anthony has come back and with him the 1908 goods. Not only has he come back from the East but he is going to move and this is the event of the week in auto circles. I rambled up to the Western Motor Car Company's place at just the right time. Frank Oswald dumped me out of his White Steamer (of which more hereafter) and I essayed to enter the garage. Nothing doing. The doors were locked; however Mr. Anthony, Sr. came along with a smile and a key and I nabbed the genial Earl at the telephone. Brown as a berry, clear-eyed and with a hand-shake grip for which I doubled my fingers, this young auto man was very good to look at. Life isn't very long and Art has lost her name, but it is worth living to be liked by this kind of man. He looked like a holiday in the open air and that is about what he has been having. The Packard runabout was waiting, and we tumbled aboard and set sail for the new place. Down Hill Street to Seventh and then up as far as Olive. Just round the corner we stopped in front of a brick front and many cement workers who mixed mush and figured on how much their over-time pay would amount to at the end of the week.



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We alighted, (Notice that, I'm writing a novel and have to use the lofty lingo occasionally just to keep in practice). Yes, we alighted and stepped carefully over cement puddles onto a plank and thus into the building. The Anthonys have leased the building for five years and they are having it built to suit themselves. Maybe you think it won't suit. The answer is that you don't know anything. Earl was bent on showing me round but his eagle eye took in one detail that appealed to me very strongly. The cement men were at work on the landing stage or whatever you call the place where you leave the road and cross the sidewalk to go into the garage. Earl looked round for the foreman and then explained that he wanted a smooth "Bump." Do you catch the idea? That one little thing is enough to gain a reputation for a garage.

They are going to move next Sunday. At present the building is a mass of emptiness. But the emptiness is grand in itself. There is so much of it. The plan has been carefully thought out by men who know their business and the final result will be something worth going to see. The front is, of course, taken up by a large show room and offices. The alley to the garage is at the northern end, next to that is the show room which occupies seven-eighths of the frontage and the offices are at the south side of the building. The front will be all plate glass and the offices are light and airy. Back of the show room is the garage which is the whole width of the building and wider than the show room by the width of the alley way. This department is about eighty feet square and is well lighted by sky-lights, which are protected with some patent fire-proof netting. It was nearly sun-set time when I was in there, but every corner was well lighted. Good business. In the southeast corner of the garage is the stores department, two stories high, and everything arranged so that the average store-keeper's profanity may be reduced to minimum. On the same floor with the second story of the store room is the best yet. A chauffeurs'

club room! Here will the knights of the wheel have a comfortable lounging room where they may play cards, sleep, swap lies or pass the time away as they see fit, in comfort. A speaking tube communicates with the office and the whistle will call any one of them to his machine.

Behind the garage is the machine shop, and a fire-proof wall and doors are the separation. Here are pits and benches, and all necessary machinery will be installed or transferred from the other place. The whole place is designed on carefully thought-out lines and will be, so far as I have seen, about as complete and efficient a place as there is in the country. The 1908 Packard models will be seen there and no doubt the Buick and Stevens-Duryea will also blossom forth. Frank Hughes will probably buy a new tie and come forth in a swell suit of fall "goods," his his smile will broaden, if possible and the Buicks will scarcely have time to touch the floor of the show room before they are sold. Oi Yoi Frank go to it you old hot-air merchant.

I was standing in the Pacific Electric Depot waiting for a San Pedro car when I heard a cheerful voice hailing me. "Hallo Jack" it said, and I turned and discovered Dandy. He was very cordial and glad to see me and I found that he had not read the Graphic of last week. I never said a word about it, but chimed with him about old times. He was on his way to the Detroit to help give me a well-deserved licking the next day. (Which by the way he did.) It was cold outside the car so we went inside. There we could not sit together so I was foiled in my attempt to glean some of the history of his life. Then, when we reached San Pedro, I hailed him to the "Palazzo di Densham" for supper. There was no car in evidence so we walked up the hill and out through the dusk along the edge of the bluff. There were lights twinkling in the aforesaid "Palazzo" and we could almost smell supper. On arrival we had a fearful disappointment. Mrs. Me was there but minus the grub which had been entrusted to Daniel in a suit case. Daniel was late, and we were very alliterative. Finally a car came along and we went back to San

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Pedro and found Daniel with the grub. Needless to state Daniel was stuck. I fully intended to shanghai Dandy aboard the Yankee, but Skipper Dodge refused to countenance any such action. This, good people, is the one and only explanation I have to make for the fearful walloping the Detroit gave us the next day. Dandy tells me that he is building up quite a little business on Washington Street. Well he ought to be able to do that easily enough. I know plenty of men in the garage business, but here is one of whom I can say without reserve, that he is a natural-born mechanic and has not as much guile as a kitten. Try him and see.

Jimmie Shuck is getting there with both feet. Do you know what that means? See Jimmie and observe his understandings. This is the old salt who built the Portola. At that time he honored the Hoegge store with his presence and handed out yachting supplies to indifferent yachtsmen. In those days it was only his genial personality that ever induced a man of the sea to go in there. Thank goodness things are very different now since Fred Hartman has gone into the business. I spent twenty cents in there the other day buying enough line for a skipping rope for my morning exercise. I made a Turk's head in each end and noticed the quality of the rope. I think I know the real "Pasig" when I see it, and that was certainly the goods. Fred Hartman is a very good friend of mine and I may be prejudiced, but I think he deserves all kinds of credit for the careful way he selects his stock. Oh, I was talking about Jimmie Shuck, excuse me. Well Jimmie has blossomed out on Auto Way with the Ferro Agency. Besides the two-cycle engine he has the Monarch, a four-cycle for heavy boat work, and the agency for some knock-down boat timbers. Between the three this salt-air man is very busy.

To me, Shuck has one of the most attractive show-rooms on the Row. There is not very much there, only a dozen marine engines and fixings, but he has the most up-to-date in its line and, above all, he has a little one-cylinder engine fixed up so that it will run with the propeller in a tub of water. Great! All you do is to go into the store, walk right up to the engine, turn on the switch, open the gasoline cock, give the fly-wheel a turn and off she goes. Then you take hold of the spark control and run the engine fast or slow to suit yourself. Occasionally you throw the spark over so to slow the engine and then press a button which disconnects the "juice." The engine at once slows down, then you throw the spark control over, release the button and the engine immediately reverses itself unfailingly. Now here is where I am at home, right on this same marine engine proposition. If you don't believe me, read my article on the subject in the current number of "Motor Boats" on marine-gasoline engines in Southern California. The average man who owns a launch does not understand the two-cycle engine. Theoretically it is O. K. and so it is practically if you will only treat it with as much decency as you would a hard-working laborer. What do you do with the latter? You feed him well, you give him sufficient rest and, when he breaks down, you realize that there is something wrong with

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415 SOUTH HILL STREET.

Charles E. Anthony, Pres.

Earle C. Anthony, Mgr.

## Western Rubber & Supply Co.

—AGENTS FOR—



**TIRES**

VULCANIZING

1010 South Main St.

Home F 3998. Sunset Broadway 3336.

Jobbers of Auto Sundries Wholesale & Retail

## Goodyear Tires

A SUPERIOR article that has demonstrated its safety and reliability in the severest of tire tests.

W. D. NEWERF, 932 South Main Street

FRANKLIN MOTOR CARS

All Models Ready for Demonstration

R. C. HAMLIN

1806 S. Main St.

B4402

South 909

him, which proper treatment will rectify. A well-made two-cycle marine engine will run just as long as you feed it with gasoline and lubricating oil in proper quantities. Of course there must be a spark as well but not very much of a one. A two-cycle machine needs some little starting when it is cold but, after that, you have what you might call a reciprocating turbine. The gasoline enters at one port and the exhaust goes out of another one at opposite ends of the machine, but, instead of relying on valves for their inlet and exit, the whole thing is done just as though they were the intake and outlet of a turbine. When the engine starts a cycle of movement is set in motion that will never cease so long as the gasoline is supplied regularly. I speak of marine engines where there is no sudden jar. The movement of the boat is too slow and undulating to upset even the smallest engine. Anybody who reads this and does not understand my explanation is more than welcome to write me and make a date to come down to Shuck's place and have a explanation. I can make myself understood a whole lot better that way. At any rate do not damn a two-cycle engine because you have been out in a boat with some lobster who didn't know how to run it and stuck you out on the bay, half way between Dead Man's Island and the end of the break-water.

Enter one Fred Walton. He has three Ferro engines and swears by them. I speak metaphorically. Mr. Walton never swears. What? That time the boat stopped near the middle grounds and the tide was ebbing? My dear Sir that was a mere euphemism. He agrees with me on the two-cycle question. Or maybe I agree with him. You pay your money and take your choice. Here is where the Muse comes into the room and slaps me cordially over the brow.

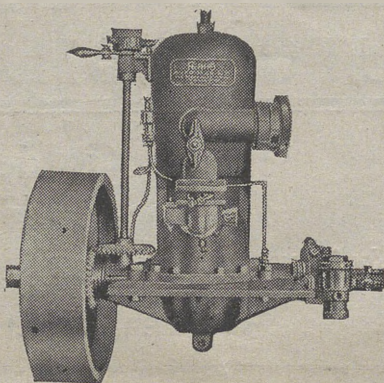
Fred Walton stood in the engine store As many a time he had done before, And wisely he emanated the lore Of the two-cycle gasoline engine.

"A four-cycle engine is bad," he said, "From the sparking plug right down to the bed.

You miss one explosion and then you go dead With a four-cycle gasoline engine."

Now Mr. Fred Walton, with you I agree I like to be sure when I go out to sea The engine will buzz right merrilee Like a good two-cycle engine.

And here is a picture of that same Ferro engine.



Oh Muse, come back here, what's the matter. I want to rhyme again. Eh? Got tired have you? All right fly away I don't believe in working anybody over time. But I would like to have used you once again. I blew into the Wayne place and it was "Dreary and Dodge-less" How's that Um-pire? Not out? Sure. That would have made a daisy jingle if the Lady had not deserted me. Everybody looked grouchy. Dad Lamphear was eating grapes from a paper bag and did not even smile when I came in. I asked him what he was grouchy about and then he hauled off to windward and blanketed me in fine shape. "I was not grouchy," he said, "but only thinking how well I could express my pleasure at seeing you again." Ask E. Jr. Bennett if my bow was not adequate. Then we chewed the proper piece of muslin and never mentioned autos. Presently I rose from my seat (That is very good, quite novelesque) and said that I was making no money and must move along. Result, sighs of grati-

*Tourist*  
AUTOMOBILES  
Made in  
Los Angeles, Cal.

Auto Vehicle Co., Cor. Main and Tenth Streets  
"Better buy a Tourist than wish you had."

## Paris Auto Station

Full line of Accessories, Repairing, Storage and Rental.

Denker & Wetterauer

Rental, Stand  
429 S. Spring  
Home 2502 Main 9291

S. Los Angeles & Tenth  
Home 6258  
Bdwy. 3925

## AUTOISTS!

### Firestone Tires

Are Made in 3 styles, to-wit: Mechanically Fastened, Universal (Goodyear Type) and Clincher. Inspection will convince that Firestone Tires are the Best.

John T. Bill Co.,  
Tenth and Main Sts.

## WAYNE

Touring Cars and Runabouts

16 to 60 Horse Power \$800 to \$3,650.

E. Jr. BENNETT AUTOMOBILE CO.  
Gen. Agents for Southern California

tude. I left my seat and turned to the doorway. I was confronted by a wonderful smile, and behind it I discovered the original Old Man Dodge, who had just come in to say "How d'ye do." Joy. We hitched up our "Hart after the water brooks" in true nautical style, shook hands and just looked at each other. Then the Old Man shook hands with the rest of the bunch and I asked him what was doing. "Hustling after Reo sub-agencies" he said. Very good. I know that I am very much swayed by personal likings, but I cannot imagine a man who could better fill that position than this good little sportsman. You can't beat him. He is there with forty-five consignments of calorified atmosphere and always he smiles. Not much of a sailor but good. When I first started to write about autos (?) (Note the query) he took me in hand and told me more about autos than I could have learned from Auto Row in a month of Sundays. Leon T. has merely shown his excellent judgment by obtaining his services.

On the subject of Knocking. Please note that I have done no knocking up to date. But I do not want you to think that I am a slave to the advertisements. I believe that it is much better to say nice things about a good man than to say nasty things about a grafter. Since I have been writing about buzz-wagons, however, I have accumulated certain ideas to which I hope to give publicity. Always please bear in mind that, underlying all the froth of my foolishness is a strata of technical knowledge and observation that permits me to speak with as much authority as any auto writer in town. I have bored cylinders, scraped bearings and learned the vernacular of the machine shop. Vic, what was that you said about the Englishman?

Look at Don Lee's ad this week. Do you notice what he has to say. I begged him to run it something like this:

Don Lee  
and One Pat

Cadillac and then some.

Also several foreign machines including  
Isotta Fraschini and Fiery Dan.

Don't forget the American Simplex  
and  
Fiery Dan.

We have some other makes but our best is the  
One and Only Fiery Dan.

I have a fine picture of good old Dan trying to light a cigarette. He had no match and was trying to twist his forelock down to meet the tobacco. All right Dan Kuhl. I have to get even with you some way. And I take this opportunity of saying that any time I meet you at going-home-time, the cut-glass jar is still working. There is a sign on the back of the car. I. F. You think it stands for Isotta Fraschini. Quite wrong, it means Insupportable Fiery.

Ask Pat what "Synonym" means. But don't say I told you. A little Frenchman you may have heard of, has written the answer. His name is Rostand and he took the trouble to write a whole play in rhyme merely to make the right answer to Don's query "What does 'Synonym' mean?"

Metternich. "Je n'ai plus peur.

(Il le touche du doigt et riant  
avec impertinence)  
Voice le bout de cuir solide."

If you are looking for "Quality"—Investigate America's most reliable Touring Cars.

## THE LOGOMOBILE AND THE WINTON

Cars on exhibition in our salesrooms.

Southern California Agency.

Our garage is never closed. Expert Mechanics always in attendance.

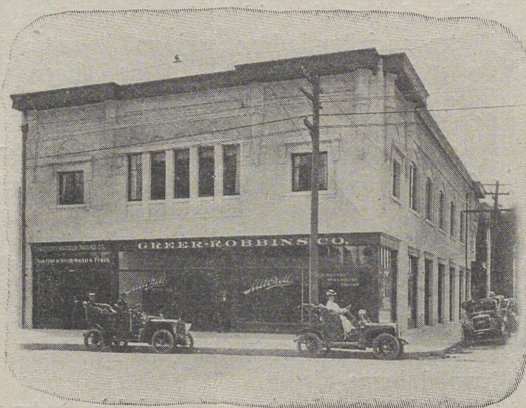
### Success Automobile Co.

E. E. CAISTER, Manager.

Corner Pico and Hill Sts.

Both Phones

## GREER-ROBBINS CO.



Cor. 15th and Main Sts.

Announcement . . .

The  
1908

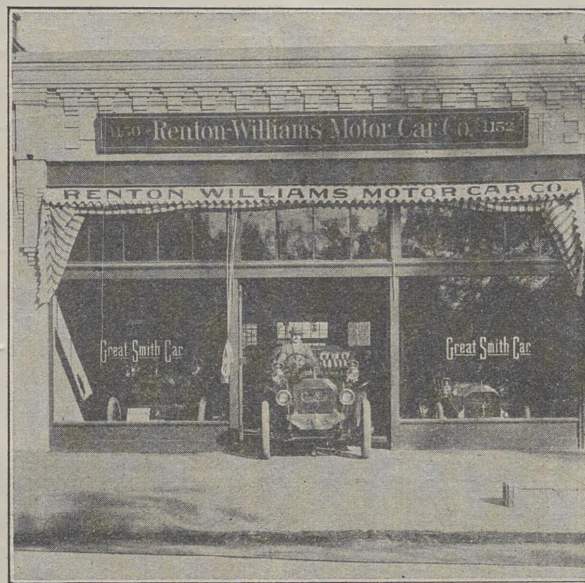
*Mitchell*

Arrives October 5th

WAIT FOR THE MITCHELL LINE

Don't buy a 1907 car. The 1908 Mitchells will have no competitors within one thousand dollars of their prices. A 1908 Mitchell car will equal any other car at one thousand dollars more. None at equal prices can compare. Let us show you

PHONES (B 5813  
(Broadway 5410



## The Great Smith Car

THE MOST SUCCESSFUL  
CAR OF THE YEAR -:-

Sounds Like a Heavy Blast—Maybe

We're Prepared to Prove It  
Drop Around and Be Convinced

RENTON & WILLIAMS  
MOTOR CAR CO.

1150-52 South Main Street

Home 2515

Main 1842

Under New Management!

In the Heart of the Town

## Angelus Garage and Machine Co.

Late of National Garage.

Successors to

Angelus Motor Car Co.

110-12-14 East Third St.

Open all night

Storage. Repairing

## SOUTHERN CALIFORNIA SAVINGS BANK

*Oldest in Southern California*

Largest Surplus and Most Depositors.

Safe Deposit Boxes  
\$2.00 a Year.

Trunks and Packages Stored in Our Vault at 50c per Month.

Four per cent. Interest  
Paid on Term Deposits.

Ask for "Security" Map.

Union Trust Bldg., Fourth and Spring.

## High Grade Bonds

Municipal School and Corporation  
Tax Exempt in California

## N. W. Halsey & Co.

Union Trust Bldg. Los Angeles

New York-Philadelphia  
Chicago-San Francisco

Home A 1670  
B'r'dy 1370 Members Goldfield Stock Exch.

## Ernest Kennedy & Co.

Mines, Mining Stock &  
Real Estate

128 W. Sixth St. Grosse Bldg.

Branch Offices at Goldfield and Manhattan

E. S. TOMBLIN }  
C. A. STILSON } Managers

### FIRST NATIONAL BANK.

Wilcox Bldg., corner Second and Spring.  
Los Angeles, Cal.

Statement at close of Business, Aug. 22, 1907

#### RESOURCES.

|                              |                 |
|------------------------------|-----------------|
| Loans and Discounts .....    | \$10,646,276.80 |
| Bonds, Securities, Etc. .... | 2,643,760.20    |
| Cash and Sight Exchange..... | 4,912,639.52    |

**TOTAL** .....\$18,202,676.52

#### LIABILITIES.

|                                     |                 |
|-------------------------------------|-----------------|
| Capital Stock .....                 | \$ 1,250,000.00 |
| *Surplus and Undivided Profits..... | 1,492,257.96    |
| Circulation .....                   | 1,250,000.00    |
| Bonds Borrowed .....                | 145,000.00      |
| Deposits .....                      | 14,065,418.56   |

**TOTAL** .....\$18,202,676.52

\*Additional Assets—One million five hundred thousand dollars. Invested in the stock of the Los Angeles Trust Company and the Metropolitan Bank and Trust Company, and held by the officers of the First National Bank as trustees, in the interest of the shareholders of that bank.

## Financial

By ALBERT SEARL

Stocks and Bonds department, Herbert L. Cornish Company.

The terrible secret is out at last, and the recent Wall Street slump, that started out to ruin us all financially, was not a deliberate plot of the Standard Oil Company, for the purpose of discrediting Theodore Roosevelt. Even the President himself hinted at that as the cause, and instead of it having been another five million dollar conspiracy of the hated "interests." This time Mr. Roosevelt apparently appears to have been chasing something of a rainbow. The late slump in stocks and other standard securities appears to have been due entirely to the fact that H. H. Rogers, one of the wizards of Wall street, needed a little matter of forty million dollars, so that he might complete another section of a West Virginia railroad, that is said to begin nowhere, and that was intended to end on Atlantic tide-water somewhere, after it had been built over a section of mountains several miles high.

Now Mr. Rogers is so closely identified with Standard Oil, that when he went into the open market hunting a bit of change aggregating as much as nearly twice the amount of the late Landis—Standard Oil fine, the wisacres in the New York city financial district were convinced that the leashes of a national panic had been all but turned loose.

Mr. Rogers having secured his forty million dollars by throwing on the market securities worth twice as much, the country has begun to recover, and even Wall Street is returning to normal. As a consequence, the stock market began a recovery last Friday, and securities that could be bought a week ago to net in excess of seven per cent, have regained some of them, as much as four and five points. All of which proves what has been repeated time and again, that the public, if it buys when standard securities are low and sells when they are high, follows closely in the steps of the big operators.

If you must get into Wall Street, never purchase what you cannot pay for in spot cash. Buy when things are low and sell after a reasonable profit has been piled up. Better still however, keep out of the street altogether at this distance. There is a difference of three hours in the time between New York and Los Angeles, and within those three hours there is no telling what may happen sometimes. All the same, the Santa Fe and Southern Pacific railway system securities would indicate an excellent purchase even at present prices.

Why Los Angeles should be among the few cities of financial importance to be susceptible to Wall Street influences, always has been a mystery to me. Yet for some reason, bankers of this city appear to be guided largely by New York sentiment. Borrowers and others should realize this fact and should govern themselves accordingly.

A noticeable fact in periods of financial depression is that when a tight money market is on, as the one through which we are passing, the small investor whose savings and other funds may be earning from four

to six per cent, at once becomes the most timid, and instead of taking advantage of security bargains, he is pretty certain to husband his resources all the more eagerly.

At this, standard local securities, as safe as government bonds, almost, may be purchased in this market to net in excess of nine per cent, yet such stocks are something of a drug in the market.

G. W. Fishburn will retire as cashier of the First National of San Diego, E. J. Belcher of Los Angeles having purchased the Fishburn interests in the bank.

The Bankers Savings Bank of Pasadena has incorporated with a capital stock of \$50,000, all paid in. The directors are Benjamin W. Hahn, L. P. Pritchard, P. H. Pinney, G. H. Bauer, E. E. Webster, Henry Newby and W. B. Fay.

Redondo Savings Bank has incorporated; capital stock \$25,000; all paid. H. W. Hellman, W. H. Holliday, L. C. Brand, P. R. Wilson, W. M. Garland, Marco H. Hellman and H. B. Rollins are directors.

The first National Bank of Monrovia is to occupy its own building, which is to be erected at First and Orange streets.

Walter R. Carrothers has been appointed paying teller of the Union Savings Bank of Pasadena, succeeding Frank W. Healy, who becomes cashier of the new Bank of Commerce.

The city council of Santa Monica has passed an ordinance favoring the expenditure of \$155,000 for sewer improvements. A bond issue is proposed.

## Foster's Magazine

Volume X OCTOBER, 1907 No. 2

Would You Like to Share in the  
Enormous Profits  
of the  
200-Ton Smelter of the  
Pacific Reduction Company?

If so, buy some of the 20-YEAR 6%  
FIRST MORTGAGE GOLD COUPON  
BONDS, offered for a limited time only, a  
Bonus of 100% of the stock of said company.

If you realize the enormous dividends paid by smelters, you will write at once for our magazine, which tells all about this offer. Write today.

### FOSTER BROTHERS

Suite 516 Bumiller Building

430 South Broadway Los Angeles, Cal.

We recommend the purchase of Home Preferred, Home Common, Home 1st 5's, U. S. Long Distance, Central Oil, Union Oil.

### FIELDING J. STILSON CO.

305 H. W. Hellman Building

Telephones Main 105 A2547

## Literary

A sale of rare manuscripts and books was recently held in London. At the Van Antwerp sale of last spring the former record price for a Shakespeare first folio was nearly doubled, one copy being bought by Mr. Quaritch for \$18,000 and another for \$12,000 at the Buckley sale. In a similar manner a third folio put all its predecessors into the shade by a tempting bid of \$7,750. Shakespeare quartos, too, climbed to a point which with one exception they had never reached before. The record price of \$10,000 was paid by an American purchaser a few years ago for "Titus Andronicus," and this tremendous sum was almost equalled in June, when \$9,550 was given for the very rare first edition of the foundation play of "Henry VI," Part 2; while immediately following this the hammer fell on \$2,850 for the "Merchant of Venice." The only copy existing as far as known of "The Lamentable and True Tragedie of M. Arden of Feversham in Kent," which some scholars attribute to Shakespeare, brought \$6,050. The bard's record for the past year cannot be closed without mentioning the sum brought by the first edition of the Sonnets, namely, \$4,000. Izaak Walton, too, reached his greatest height. One of the best things in the Van Antwerp catalogue was the finest known copy of the "Compleat Angler" in the original sheepskin, which sold for \$6,450. Three American purchases which attracted attention were Thomas Churchyard's "Sir Martin Frobisher's Voyage to Meta Incognita, first voyage, 1578"; Thomas Ellis's "Third and Last Voyage by Capte M. Frobisher," and Settle's "Last Voyage into the North and Northwest." The first sold for \$5,000, the second for \$4,600 and the third for \$3,800.

A good deal of light is thrown on the political and social condition of France during the last quarter of the fifteenth and the first quarter of the sixteenth centuries, the period when the Italian Renaissance began to penetrate beyond the Alps, in a book entitled "A Twice Crowned Queen," by the Countess De La Warr, (Appletons.) The twice crowned Queen is Anne of Brittany, who was married successively to Charles VIII. and Louis XII., Kings of France: the princes through whom the duchy, whose semi-independence had so long been a thorn in the side of the Capetian monarchy, was

incorporated definitely therewith. It had been a severe struggle for the Bretons to prevent their fatherland from falling into the hands either of France or England, but though beaten on several occasions they had again and again freed themselves from their invaders, and except for the duty of vassalage which their ruler owed to the French Crown they were independent when Duke Francis II., of whom Anne, the subject of this biography, was the heiress, died in 1488. As Anne at this time was but 12 years old, Charles VIII. of France, or rather his advisers, felt that so good an opportunity of acquiring Brittany should not be lost. Accordingly he proclaimed himself guardian of the young Duchess, and subsequently persuaded her to marry him by the assurance that she should remain sole ruler of her country, and that its union with France would be only a nominal transaction. As a matter of fact, Brittany thenceforth became virtually a French province, although to this day its inhabitants retain a strongly marked character and an independent spirit.

The appearance of a series of articles in the "Revue Politique," by M. Mareel Peschaud, on "Railroads of the Belgian State" has suggested to Mr. Edwin A. Pratt, a more comprehensive treatment of State ownership, which is presented in a volume named "State Railways: Object Lessons from Other Lands" (London: P. S. King & Son.) The author is known to students of the question by previous works, entitled "Railways and Their Rates" and "German vs. British Railways," &c. His personal conclusions are supplemented with a translation of those reached by M. Peschaud in the articles just mentioned. The book is timely and interesting in view of recent attempts at rate making for railways by our Federal and State Governments and in view of President Roosevelt's assertion that if State regulation fails State ownership must come. We may say at once that the author's opinions, based on the facts recorded by him, are unfavorable to State ownership. He has evidently reserved for separate treatment the experience of Germany and some other countries and has confined himself for the most part to the working of the system in Belgium, Denmark, Italy, Australia and New Zealand. The work is not less useful to Americans because it is intended primarily for Englishmen, among whom State ownership of railways is advocated not only by Socialists and by a party in Ireland, but also by some English traders, who regard nationalization of the steam roads as the great remedy for all the transport disadvantages from which they consider that they suffer.

The "Letters of Robert Louis Stevenson" will be brought out this Fall in a new and cheaper edition by Scribners. The book will be uniform in size, shape and appearance, with the very successful Biographical Edition of Stevenson, which was brought out about a year ago. They will make the twenty-sixth and twenty-seventh volumes of the complete edition, but the two volumes will be sold separately from the rest of the edition, bound in leather, at \$2.50 net, and in cloth at \$2.00.

Frank B. Long Piano. Unequalled in tone.

## CALIFORNIA MILITARY ACADEMY

SANTA MONICA, CAL.

MAJOR E. H. BAKER, Superintendent;  
BARTLETT R. BISHOP, A. B., Principa.

Boarding and Day School for Boys  
Fits for all colleges, scientific schools  
and for business. Fall Term begins  
Sept. 25, 1907. Catalog on application.



Only One  
More  
Excursion

—to—

## Lake Tahoe

One of the most beautiful spots in California, in the Sierra Nevada Mountains, 15 miles from Truckee. Renowned for the purity, clearness and depth of water. A paradise for fishermen.

Special Excursion leaves Los Angeles  
Saturday October 5.

### \$23.00 Round Trip

Return limit 21 days.

Hunting, Fishing, Riding, Driving,  
Mountain Climbing.

Passengers remain in San Francisco  
from morning until evening, and stop-  
overs are permitted at that point on re-  
turn trip within limit.

Information and illustrated booklet at  
**CITY TICKET OFFICE**

600 South Spring St., Cor. Sixth

## SOUTHERN PACIFIC

### NOTICE OF PUBLICATION.

Department of the Interior,

LAND OFFICE,

Los Angeles, Cal.

August 13th, 1907.

Notice is hereby given that Axel A. Ahlroth, of Calabasas, Cal., has filed notice of his intention to make final Commutation proof in support of his claim, viz: Homestead entry No. 10843 made June 13, 1905 for the Lot 4, S.W. ¼ of N.W. ¼, and W. ½ of S.W. ¼, Section 3, Township 1 S., Range 17 W., S.B.M., and that said proof will be made before Register and Receiver at Los Angeles, Cal. on October 29th, 1907.

He names the following witnesses to prove his continuous residence upon, and cultivation of the land, viz: Anton Weber, of Los Angeles, Cal., William Gleason, Walter Stunt and Thomas Lyons, all of Calabasas, Cal.

FRANK C. PRESCOTT, Register.  
Sept. 21-07-5t.—Date of first publication, Sept. 21-07.

## The Younger Set

Strong, virile, brilliant. A novel depicting New York society at its "wealthiest, wickedest and best." By Robert W. Chambers, author of "The Fighting Chance." The new book will rank with the very best and most popular novels by this writer.

**\$1.35**

**CUNNINGHAM, CURTISS & WELCH CO.**

Successors to Stoll & Thayer Co.

"THE BIG BOOK STORE" 252 S. SPRING ST.

## The Inexpensive Way to Make a Cup of Chocolate

Break a cake of "Cup Chocolate" into the cup; dissolve with two teaspoons of water. Fill cup with boiling water; stir well—serve.

### BISHOPS CUP CHOCOLATE

contains both the milk and sugar. Is made in a minute with boiling water.  
All grocers.

**BISHOP & COMPANY**

23 Gold Medals and Highest Awards on  
Bishop Products.

## Delicious. Pure Clean

Sweet, fresh Jersey milk with all its richness and goodness—simply purified, sterilized, made clean and canned by a scientific, sanitary process in a plant as scrupulously clean as your kitchen table.



### Unsweetened & Evaporated

The only reliable milkman.

Lily Milk is safe—it's absolutely pure and clean. It adds deliciousness to everything you cook. It tastes better and is richer than ordinary milk—it's cheaper and a hundred times more convenient. No spoiling—no waste—no bottle washing—no bother. Try it today. For sale by all first class Grocers.

**Pacific Creamery Co.**

Los Angeles



## PRESERVES

### Something New

Made in the foothills. Are different from others. They are made of FRUIT and CANE SUGAR—  
NOTHING ELSE.

ASK YOUR GROCER

**Phoenix Brand**

**Monrovia**

**Foothill Preserves**

## A Great Trolley System

Four hundred and fifty miles of standard gauge track radiating from Sixth and Main Streets, Los Angeles.

Reaches most of the beach and valley points of interest besides extending to

### Mount Lowe

A mile above the sea.

Get literature from the nearest agent.

The  
**Pacific Electric**  
Railway Company

## L. A. GAS Abundant Supply

If you are not receiving abundance of gas now notify us at once. The supply is ample and the trouble must be of a local nature and can be remedied promptly. We are in a position to furnish more gas than can be used at any time this winter.

**LOS ANGELES GAS  
AND ELECTRIC CO.**  
645 So. Hill Street.

BRANCH OFFICES:  
5707 PASADENA AVE.  
2436 HOOVER ST.  
4414 CENTRAL AVE.

## Los Angeles Railway Company

Reaches all points of interest, including the Beautiful City Parks.

Westlake Park—Take 7th st. Line or 2nd st. Line.

Eastlake Park—Take West 11th and East Main St. Line, or Downey avenue Line.

Elysian Park—Take Garvanza Line or Griffin Avenue Line on Main St.

Hollenbeck Park—Take East First or Euclid Avenue Line.

South Park—Take San Pedro St. Line.

Chutes Park—Take Main st. Line or Grand Avenue Line

Band Concerts—Eastlake Park and Chutes Park every Sunday afternoon at 2:30.

### SEEING LOS ANGELES OBSERVATION CARS

provide a quick but thorough means of gaining specific knowledge of the city and its surroundings. One by one places of interest are pointed out with terse, comprehensive historical data by guides, who are specially skilled and abundantly informed. THESE OBSERVATION CARS wind through the business thoroughfares, the residential sections, penetrate the oil districts, give you a passing view of Chinatown and around the Parks of the City of today and the Sonora Towns of a century and a half ago, when the Spanish and the Mexicans were the only settlers. To ride upon one of these cars is to receive two hours of interesting and profitable entertainment.

**TICKETS 50 CENTS NO HALF FARES**

Cars start from Hotel Angelus, Fourth and Spring Streets, at 2 p.m. daily. Sundays included.  
Phone Main 3217.